JANUARY 11, 1941

Railway Age

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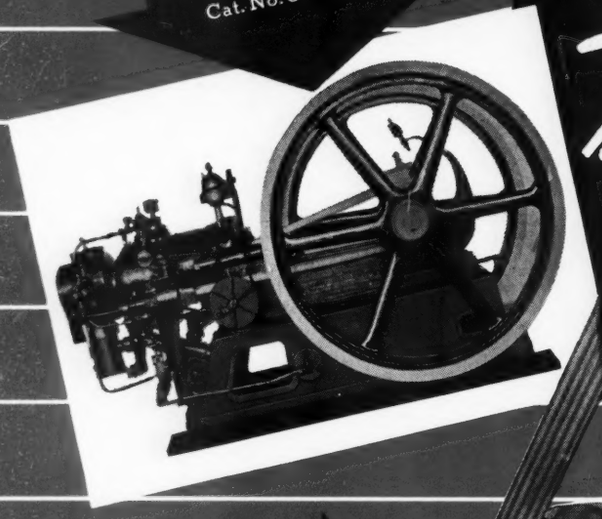
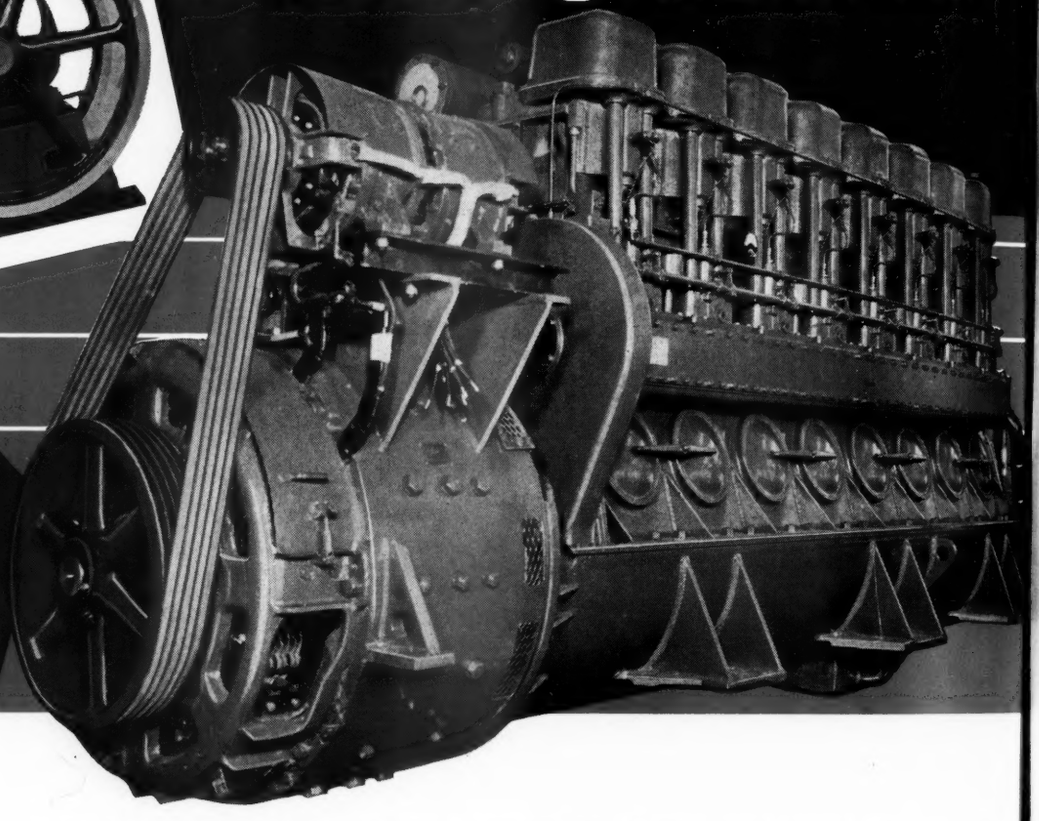
1893

America's first commercially successful oil engine, built by De La Vergne in 1893. (Smithsonian Cat. No. 309,637)



1941

De La Vergne 4-cycle, 8-cylinder, 1000-hp Diesel engine. Westinghouse generator.



The De La Vergne engine, built by The Baldwin Locomotive Works and used in Baldwin Diesel-electric locomotives, reflects the experience of 48 years in this highly specialized field. Dependability, accessibility and easy maintenance are built into every engine.

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Philadelphia

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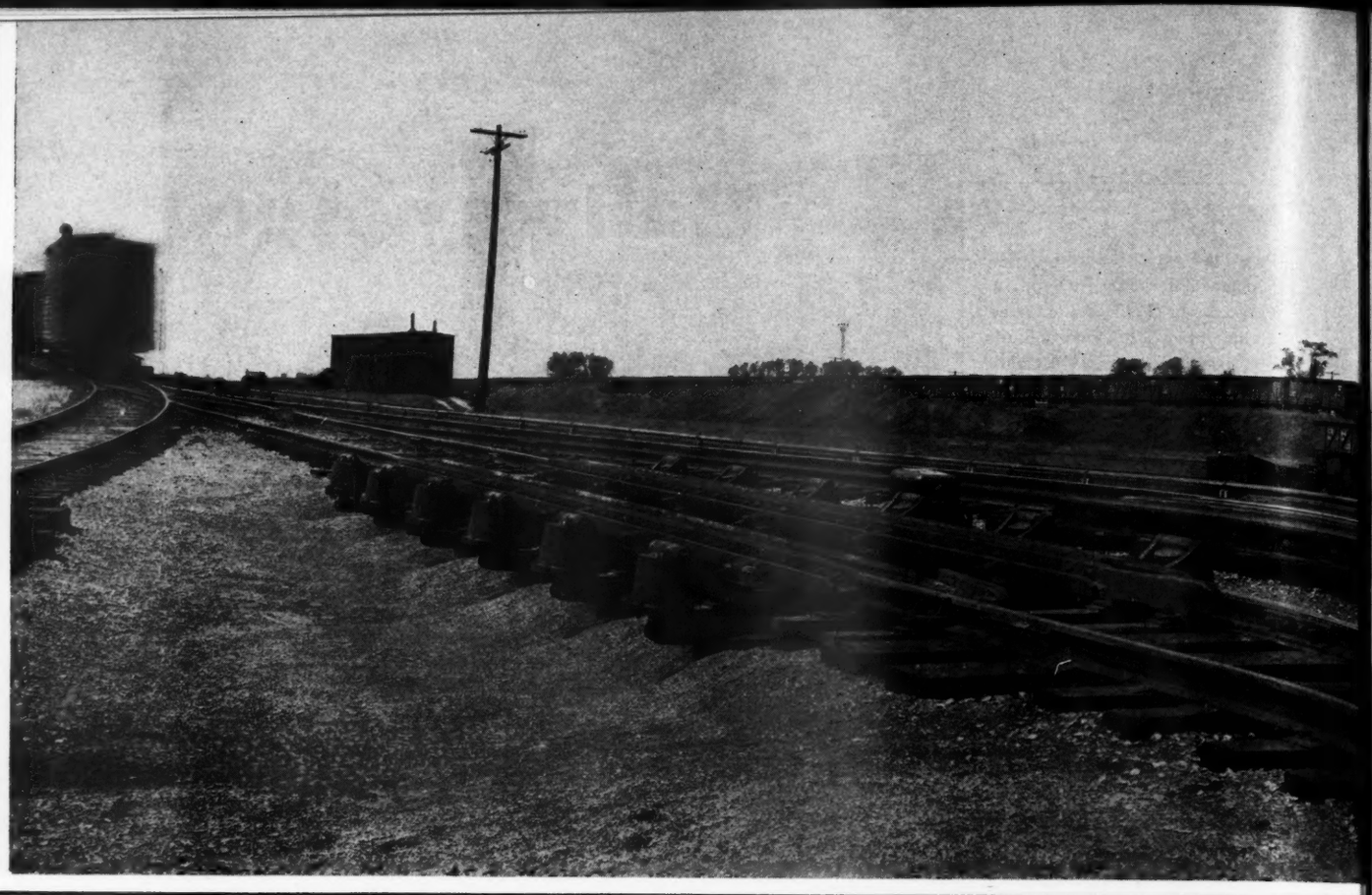

Car Retarders Increase OPERATING EFFICIENCY . . .

In one freight classification yard changes were continually being made from flat switching to hump operation and vice versa, as business fluctuated, in an attempt to keep expenses down. This necessitated a rearrangement of practically the entire set-up each time a change was made, thus impairing the general efficiency of the service.

Following installation of "Union" Electro-Pneumatic Car Retarders, the increased efficiency of the yard was reflected in the operating costs of the yard, and the entire road. Yard transportation costs showed a saving of 28.8 cents per car. Gross transportation costs were reduced 10 per cent. Yard cars handled increased 15 per cent, while expenses decreased 27.9 per cent! Total cars handled, both yard and road, increased 6.28 per cent, while the cost of handling decreased 11.19 per cent.

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The Week at a Glance

WHAT ICC THINKS: Both the ardent friends and the ardent foes of the Transportation Act of 1940 are going to be disappointed in the effect which regulation will have on the water carriers—in the I. C. C.'s opinion. In its annual report to Congress, reviewed elsewhere herein, the commission predicts that water carrier regulation will benefit "all concerned, including the public"—but it will "not cripple water transportation nor greatly aid the railroads." As to the railroads' readiness to meet the nation's defense needs, the regulators defer to Ralph Budd—saying he and his staff are better informed on this question than the I. C. C. is. The commissioners still think Congress ought to pass the "straight-jacket" bill, to give them control of railroads "outside investments;" and they would like to have the federal government pre-empt the field of telling people what time to go by.

●

RAILROADS FUMBLING LCL?: The I. C. C. in its annual report seems just a little impatient with the railroads for not doing anything constructive to improve their l. c. l. performance by some pooling arrangement. The regulators recall that, over two years ago, they found that the railroads could themselves provide an efficient l. c. l. service and thus retain the profits now accruing to forwarding agencies. "But so far as is known to us," the commissioners report with a touch of sadness, "no action by the rail carriers looking toward a cooperative and efficient service" on l. c. l. has been tried, or is even contemplated.

●

RIVALS DOING WELL: The I. C. C. reports that, in 1939, the railroads handled less than 62 per cent of the country's intercity ton-miles—the trucks getting 8½ per cent, the waterways 17¾ per cent and the pipe lines about 12 per cent. Both trucks and waterways improved their relative standing compared to '38. The air lines' traffic in the first half of '40 was almost 13 per cent as much as railroad passenger-miles in sleepers and parlor cars—whereas the ratio was only 9 per cent in '39 and 6½ per cent in '38.

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STREAMLINER DERAILMENT: A significant demonstration of the ability of lightweight passenger equipment of modern design to stand up under the shock of derailment while moving at relatively high speed was given in the accident which befell the "City of Los Angeles" on December 28. The condition of this equipment following the derailment is described in a brief illustrated article elsewhere in this issue.

●

RAILROADS "DECADENT"?: The respected institution of investment analysts, Poor's, calls the railroads "decadent" and cites many facts and figures to substantiate that appellation. The leading editorial herein, however, points out the fact that our whole system of government has also been described as "decadent" by the totalitarians—and with just as many facts to substantiate the description as can be adduced to justify hanging that adjective onto the railroads. Our country has got to prove that it is not "decadent"—and, if it does that job thoroughly, it must also correct the conditions which have perpetuated poverty and unemployment on the railroads. The nation cannot be restored to economic health and military invincibility if it continues to nurse along a transportation cancer within its economic body.

●

CREOSOTED STK. CAR FLOORS: The relatively short life of untreated wood in stock car floors has led the D. & R. G. W. to use creosote-treated decking in 100 new cars, as related briefly elsewhere herein.

●

TO CURTAIL U. S. SPENDING?: In the news report elsewhere herein, on the President's budget recommendation for the I. C. C., will be found his expression on other governmental expenditures. Briefly, he wants ordinary expenditures (such as rivers and harbors and public buildings outside the District of Columbia) held down—both to concentrate productive capacity on the defense effort and to provide a reservoir of post-defense public works to help absorb labor which will be released when the defense effort subsides. "On the other hand," says the President, "I have recommended funds for power and other projects considered essential to the national defense."

●

SEAWAY SCRUTINY: In a characteristically gracious statement Judge R. V. Fletcher, before the Shippers' Advisory Board in New York on January 9, took exception to the Administration's support of the St. Lawrence Seaway as a defense measure. The head of the A. A. R.'s legal department acknowledged "consistently sympathetic encouragement" which the railroads have received from the present Administration, but went on to point out that none of the arguments advanced for the seaway as contributing to national defense will bear close inspection. The time needed to complete the enterprise would alone remove it from valid consideration for defense purposes. And even if it were completed quickly, neither its locks nor shipbuilding facilities located upon it would be less vulnerable to air attack then existing installations on tidewater — which latter, moreover, don't freeze up in winter.

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HOLIDAY TRAVEL UP: Passenger traffic into and out of the big metropolitan centers during the holiday period was way ahead of last year—as an account in the news pages herein discloses. Adding to the increase which better business conditions would have brought anyhow was a large movement of soldiers—plus the fact that airplanes out of New York were grounded for several days by fog. Incidentally, what does Capt. Eddie Rickenbacker want the railroads to do when the government (if they follow his suggestion) put the airlines into every county seat—keep a big standby capacity idle most of the time to handle the traffic only when the weather is bad?

FORWARDER BILL: Senator Clyde Reed has put in a bill for forwarder regulation which is reviewed in the news pages herein. The measure would prohibit these agencies from charging rates lower than those of the carriers which perform the actual transportation—while the forwarders themselves would not enjoy common carrier status. They would also be enjoined to maintain just and reasonable rates, to avoid discrimination and to observe the restrictions of the long-and-short-haul clause.

●

STATION RENOVATION: The Milwaukee's 42-year-old union station at Minneapolis, structurally in excellent condition, was outmoded for modern needs by its massive and sombre interior. So the company spent $60,000 on it—largely for the removal of useless partitions, for plenty of white paint, for fluorescent lighting, for new furniture and for chromium hardware. The job and the favorable effect achieved are described in an illustrated article herein.

●

GROUCHO HAS A GRIPO: Ed Sullivan in his column in the N. Y. Daily News publishes a complaint from Groucho Marx, cinema actor, at having to change trains at Chicago on his transcontinental journeys. Groucho calls the railroads "die-hards" and compares them with the legitimate theater (whose houses in New York, he says, have shrunk in 25 years from 75 to 20). The comedian predicts that the railroads will be similarly shriveled by air competition—unless they give more consideration to their customers' convenience.

●

PEACE AT ANY PRICE?: Everything is sweetness and light in the labor relations of the railroad and air transport industries. During 1940 "there were literally thousands of labor disputes settled peaceably" under the machinery provided by Congress for such purposes. Such is the cheerful report of the National Mediation Board to Congress, reviewed in the news pages herein. To hear the Board tell it, nobody would suspect that there was anything but purity of purpose and general satisfaction, even, in that Kangaroo Court set-up in Chicago. There is good money in those referee jobs too—even with the wages reduced from $75 to $50 a day. One fellow took in close to $23,000 and eight more pulled down $1,000 or better.

●

BILLS IN CONGRESS: Oil production and refining would be completely divorced from transportation by the enactment of identical bills which have been introduced in both houses of Congress. The measures would forbid petroleum producers to transport their products in their own pipe lines or barges, and would also keep producers out of the marketing end of the business. The colored brother from Chicago, Representative Priest, who, it will be remembered, had some little fracas with the Rock Island and the Pullman Company regarding sleeping car accommodations in Arkansas, has a bill to forbid Jim Crow segregation of passengers on the basis of the hue of their skin.

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RAILWAY AGE

Are the Railroads "Decadent" and, if so, Wherein?

An investment survey, issued by Poor's Publishing Company on December 31, refers to the railroads as a "decadent industry." In another bulletin issued by the same firm on the same date and entitled "The Railroad Industry," a large number of carefully-documented observations are made, which, superficially at least, seem to justify the adjective "decadent." These observations are summarized in a paragraph on the "Long-Term Outlook" as follows:

"Since a complete British victory is not in immediate prospect, the National Defense Program should, for several years, provide the stimulus needed to restore a fair portion of railroad earning power. But thereafter, long-term factors restricting railroad traffic will become critical—(1) the relocation of industry and markets, (2) increasingly efficient consumption of fuel and raw materials by shippers, (3) persistent growth of highway, waterway, pipe-line and air-way competition, (4) coal's competitive losses to other fuels, and (5) the loss of U. S. export markets for agricultural products.

"Although the carriers have increased their efficiency, they are beset by unreasonably high labor costs as well as by an enormous burden of debt which closely restricts their improvement programs. Consolidation into a few systems, accompanied by elimination of unprofitable and competing routes, which would warrant corresponding reductions in debt, appears the logical solution and way to avoid government ownership. But, although the advantages of this procedure are generally recognized, appropriate incentives and facilities probably cannot develop under a social administration."

Some Facts Seem to Support a Gloomy View

Poor's have been appraising industries from the standpoint of the investors for many years; they know their business. Furthermore, they have every reason to be objective in their estimate of an industry and none that we are aware of for being otherwise. They certainly could gain nothing by presenting a picture more pessimistic than the facts appear to justify. That is, investors would not relish being warned away from an enterprise which, as a matter of fact, had a reasonable chance of prosperity; and Poor's would not enhance their reputation or the sale of their services by the issuance of unduly gloomy appraisals. And, to be frank, the financial results of the operation of the railways lend some color to the charge of "decadence," despite the remarkable increases in their operating efficiency and improvements in their service. National income in 1940 is estimated at 74 billion dollars—approximately the 1930 level. Yet last year railway gross earnings were almost 20 per cent below the level reached ten years before. Railway traffic, both passenger and freight, fell below the 1930 mark, as did the volume of railroad employment. Net earnings, both before and after the payment of fixed charges, showed substantial declines. These may well be, to the casual observer, signs of a "decadent" industry.

Statistics Measure Quantities, Not Qualities

There is one all-important factor, however, which no statistical analyst, however competent, can lay his yardstick on—and that is the human resources of an industry. A hundred years ago no statistical analyst, from the information then available of the accomplishments of the infant railroad industry, would have dared predict, merely on the basis of such statistical information, the future which was in store for this industry. Men of daring imagination could have done so—but such expressions are not the function of the scientific analyst. His task is the disclosure of probabilities based on past experience—not possibilities based upon the chance that great men will take events into their own hands.

We believe, therefore, that Poor's gloomy analysis of the present and future of the railroads ought to be studied and pondered by railroad people—not that they may learn thereby what doom has been fore-ordained for them, but rather to familiarize themselves with the obstacles that must be overcome to restore the prosperity and prestige of the railroads. The railroads are not chained to limited imaginations and an unfavorable political background today any more than they were a century ago. No method has yet been discovered of moving all varieties of goods over land which even approaches the economy of railroad transportation in heavy trainloads. That is the central fact of the railroad position which should not be lost sight of in a multitude of lesser discouragements.

The difficulties of the railroads—every one of them—are to be found in organizational arrangements, that is, man-made practices which have not been altered with sufficient rapidity to meet the changes in conditions confronting the carriers. The *physical* conditions which gave the railroads superiority over all other forms of inland transportation a hundred years ago are just as valid today as they were then. There are rivals now, but these rivals' only intrinsic superiority lies in providing strictly local transportation, which the railroads never were fitted to provide economically—and these rivals have been prospering at the railroads' expense,

through political favors and because the railroads have handicapped themselves in the field of their true economic superiority by continuing to assume the burdens of a localized service which the newcomers are better fitted to provide.

Some Adverse Factors Examined

The major adverse facts which Poor's cite against the future of the railroads may be summarized as follows, with our comment adjoined:

Loss of traffic to rivals: From 1926 to 1937 the railroads percentage of the country's total ton-mileage declined from 75 per cent to less than 65 per cent. *Comment:* Some of this traffic the railroads could well afford to lose, since they never were able to move it economically. The remainder of it would not have been lost except for (1) a rate structure (now being gradually reformed) which has subjected the railroads to "pick-and-choose" competition; (2) inordinate subsidies to railroad rivals—which subsidies, having been secured by political methods, are removable by the same methods; (3) the slowness of the I. C. C. to permit the railroads to install trainload rates, which are an effective means of minimizing bulk-carriage competition, by barge or pipe-line.

Subsidization of competitors called "debatable": Poor's deprecate the railroad claim that their highway rivals are subsidized by citing the findings of the Eastman study to this effect—but they admit subsidies to waterway carriers, mentioning, however, that such subsidies have been defended "as necessary adjuncts to the national defense program." *Comment:* The fact is that the Eastman study does not deny extensive payments of highway transportation costs out of general taxation; it merely attempts to justify such payments. If subsidies for waterways or superhighways can be justified because of the national defense program, similar subsidies could be justified by the railroads on the same grounds. Nobody can deny that both waterway and highway transportation are being financed in a manner disadvantageous to the railroads, nor that this disadvantage, having been obtained through politics, might also be removed by the same means.

Loss of traffic in specific commodities: Poor's cite competitive factors at work on coal, grain products, petroleum products, fruits and vegetables, building materials, l. c. l. and products of heavy industries—which indicate that the railroads are holding their own only in heavy industrial traffic. *Comment:* We do not argue with the figures. On the other hand, progressive modernization of the railroad rate structure, the growing attention of the carriers to the needs of specific shippers and the removal of political elements of unequal competition can greatly curtail—if not remove altogether—these competitive losses.

Railroad "inflexibility": Poor's cite the great size of the railroad plant and the enormous cost of modernizing this plant to meet present-day competition. "Moreover," they add, "it is inconceivable that railroad managements would act in unison as they would have to do if such reconstruction were to be effected." The threat of train-limit legislation is mentioned. *Comment:* While it may be "inconceivable" that the railroads should co-operate to the degree necessary to solve their common problems, there need be no fatalistic acceptance of the impossibility of such co-operation. There is no *physical* handicap here—merely a human one which men of sufficient ability and resourcefulness can surmount. Likewise with train limit legislation—is it "inconceivable" that railroad employees could be brought to an understanding of the essential suicidal nature of such measures, if sufficient effort were made in that direction?

Passenger traffic: Poor's cite the unprofitability of passenger traffic and its failure to respond to lower rates and improved service to a degree sufficient to take the service out of the red. *Comment:* The passenger business the railroads have attracted, by their improved services and rates on runs where there is sufficient volume to give them substantial trainloads, has been very profitable. The losses sustained from passenger service arise from the continuance of such service where there is no longer sufficient public demand to support it. The recognition by the railroads and the regulatory authorities that alternative methods of transportation now exist which have deprived non-remunerative railroad service of its justification would go far to take the losses out of the passenger business, while leaving profitable trains in service. An understanding by railroad labor of the economics of the situation, and a consequent modification of "full crew" requirements, might permit the retention of many runs which, otherwise, would have to be discarded.

Labor problems: Poor's cite the increases which have been brought about in the wages and social security costs of railway labor, at a time when railroad traffic and earnings have been, relatively, on the decline. *Comment:* This, undoubtedly, along with governmental favors to rival agencies of transportation, is the most serious problem that the railroads have to face. On the other hand, in the long run, railroad labor is in the same boat as railroad management and investors. It cannot continue to prosper from measures which restrict the opportunities of the industry which provides its jobs. Sooner or later this fact will become recognized by the rank and file of railroad employees—and sooner, if railroad managements and railroad union executives fulfill their responsibilities toward the men who are devoting their lives to the service of the industry.

The above summary gives an incomplete and inadequate picture of the content of this bulletin of Poor's, but, we believe, it is sufficient to convey a general impression of the conclusions reached, and the facts cited in substantiation. The impression is not an encouraging one; but there is sound reason for anyone who is a present or prospective investor in railroads to con-

sider seriously every observation which this bulletin contains.

RRs No More Decadent Than U. S. A. Is

Do the facts, though, as disheartening as they are, justify the term "decadent industry?" It will be remembered that Hitler and Mussolini have also characterized the democracies as "decadent." And that accusation has also been well documented. Certainly as far as the United States is concerned, all the figures show just as much evidence of decay in the economy as a whole as Poor's have been able to cite to substantiate an imputation of "decadence" to the railroads —a drastically reduced national income per capita, persistent unemployment, the growth of governmental and labor union interference with economic efficiency, the drying up of new investment, the discouragement of initiative.

Yet, with all the evidence which can be brought forward to substantiate the dictators' charge of "decadence" against the democracies, Americans nevertheless resent the charge—and are now determined to show the world that it is untrue. But they can demonstrate its lack of foundation only by correcting the conditions which lend plausibility to the accusation. They have got to put the unemployed to work. They have got to require the removal of governmental and labor union impediments to efficient production. They have got to substitute an increasing national income per capita in place of a declining one.

The same kind of action which would demonstrate that there is no decay in our national democracy would also remove all the evidence of decay from the railroad situation. As a matter of fact, the present railroad situation must be corrected and the carriers restored to the position which true national economy requires, as a part of the job of putting our national economy on its feet again. The present transportation situation results in huge wastes—both in the movement of goods by uneconomical methods, and by the profligate expenditure of capital upon duplication of transport plant. The nation cannot adequately meet the challenge of the totalitarian economies with its own transportation house in its present disorder. If the American people are still honest enough and capable enough to act democratically to put the whole economy in efficient working order, then they cannot fail at the same time to put the transportation part of the economy in order also.

Nothing Wrong That Character Can't Correct

The difficulties of the transportation industry as a whole, and of the railroads in particular, lie entirely in the realm of human behavior—ignorance, narrow selfishness, a growing propensity to play politics for a living rather than to work for it, a preference of comfortable habit to disturbing innovation, and a tendency to seek out evil in others rather than in one's own self. But, as suggested above, these are exactly the same evils which brought on the depression of 1929 and the

The N. A. M. on the St. Lawrence Project

"The Great Lakes-St. Lawrence waterway and power project should be opposed both because it would be uneconomical and unwise in times of peace and because instead of contributing to our defenses, its construction would obstruct the defense program.

"As an agency of transportation in time of peace it would not attract sufficient tonnage to justify its cost. The possible savings in transportation charges in the movement of a few low value bulk commodities would be a subsidy to a limited number of our citizens.

"There is evident no necessity in the present or immediate future for the development of its power. It would be a wasteful duplication of existing economical and efficient utilities.

"In our present engagement in an unprecedented program of national defense not only do all of the foregoing objections apply with added force but also the following objections are insurmountable:

"The completion of the navigation project would require at least 8 years, and essential extensive reconstruction of Great Lakes harbors would be required. Therefore, navigation in our present emergency efforts would not be improved. The necessity for speed in ocean transportation prohibits time-consuming, lengthy inland voyages by available ocean vessels. The full efficiency of lake ships built for lake conditions must be utilized instead of operating ocean vessels under conditions for which they are not fitted.

"Provision has already been made for increased power production in the area which would be served by this project to meet anticipated needs of national defense up to 1943, and by that time it is expected that the defense program will be going at full speed. Three years later, that is the winter of 1945, is the earliest available date for St. Lawrence power claimed by its advocates. Should additional power be needed, it can be provided most quickly, most economically, and most safely by constructing efficient steam plants at load centers.

"It is evident, therefore, that St. Lawrence power will not aid national defense. On the contrary, it will interfere seriously with the defense program because it will use funds, labor and materials badly needed for army and navy equipment.

"The Congress of American Industry vigorously opposes construction of the project and urges the President and the Congress definitely to abandon the plan."

Resolution Adopted at December Convention of National Assn. of Manufacturers.

persistence of which has, ever since, stymied recovery. The nation is now beginning to face the real thing in the challenge of the totalitarian countries and, as a people, we shall either correct our faults or face their painful consequences. If we awaken to the larger challenge to our national safety, we cannot very well avoid also awakening to that part of our economic situation which transportation comprises. And if the American people do thus awaken, then a large part of Poor's gloomy predictions with respect to the railroads will prove unfounded—because this dismal outlook has no foundation in anything except cupidity, stupidity and mental laziness.

When stirrings of patriotic altruism rise up in transportation people, in regulatory authorities and in legislators who specialize in transportation—they will not have to don a uniform or grab a gun to demonstrate their love for their country. They can do a vastly more important job for its safety and for the victory of democratic principles by going to work right at home to correct the conditions which Poor's have so thoroughly, though pessimistically, set forth.

Free Enterprise and Transport Policy

Thou therefore which teachest another, teachest thou not thyself? Rom. 2:21

The last election demonstrated that business is a minority in this country. That is, a majority of the American people believe that they are better off by supporting political policies which are contrary to those favored by all but a small fraction of the business community, than they believe they would be if they followed the leadership of business men. As long as this condition persists, business is in grave danger of being driven to the wall by constantly growing socialism and "interventionism."

In self-protection business people must try to recover their leadership and prestige, and this will necessitate their winning recruits from outside the ranks of business. Can they win non-business recruits in any other way than by giving a convincing demonstration that policies favored by business are in the interest of the community as a whole, and not just in the selfish interest of business men themselves?

Quite likely, to provide a demonstration of business' concern for the public welfare, a considerable degree of immediate *unselfishness* by business would turn out to be wiser than undue haste to "get it while the getting is good." If immediate advantages are enjoyed, at the cost of an ultimate victory for socialism, that would hardly constitute "protecting the interest of the stockholders."

A tipsy exhorter is not a very effective inducement to others to sign the pledge. A business organization with its pockets bulging with governmental subsidies (in the form of super-highways or waterways, for instance) is not a very effective spokesman for the principles of free enterprise and "non-interference."

A white-wash by governmental bureaucrats of a business—calling its handouts from the public treasury "justifiable public aid" instead of, what they actually are, a subsidy, doesn't change the facts. It doesn't fool honest people either, when these same bureaucrats forget to charge socialized transport with all the outlays made in its behalf, while they rake ancient history to pile up a bill against transport which is privately-owned.

When leaders of transportation which enjoys the benefit of extensive "public aid"—or shippers who get a subvention by fostering "public aid" transportation—talk about "rugged individualism," or the "American system" or "free enterprise" or "non-interference by government in business" they do not make friends for business or free enterprise. They just lead other citizens to put down business men as phonies—hypocrites who don't mind government interference *for* themselves, but merely oppose such interference when it is *against* them, or *for* other people.

Honest and consistent business men, who really understand and believe in free enterprise, ought not to tolerate tax-fed barge and superhighway addicts among their number. To the extent that barge transportation and superhighways are justifiable, under the principles of free enterprise they can be built and operated under a system of tolls or fees sufficient to pay all operating expenses, interest and depreciation on the investment, and taxes at the same *ad valorem* rate that is levied on privately-owned transportation plant.

The railroads can also make their contribution to restoring and strengthening free enterprise principles by vigor in establishing rates which will give the railroads all the traffic they are entitled to (because they are the most economical agency); and just as resolutely relinquishing traffic to other agencies of transportation, where others can do the job more economically (all costs considered) than the railroads can.

Free enterprise principles, if they were observed in transportation, would never encourage a shipment to move by a more costly method of transportation when a less costly method was available. Adherence to these principles would give the public constantly improved service and continually reduced costs. Today, **wholesale violation of free enterprise principles has vastly increased the public's transportation bill** (if taxes paid for transport facilities and tax losses on government transport plant are added, as they should be, to actual freight charges paid to transportation companies). Business people, including transportation people, are trying to convince the public that free enterprise is preferable to socialism and "interventionism." If they can't convince the public of this, then the days of private business are numbered.

If private enterprise goes under, who will be the more to blame—the honest and admitted socialists, or self-proclaimed free enterprise advocates who refuse to give the public the advantages of genuine free enterprise; and hence afford the public grounds for suspecting that it might not be any worse off under candid socialism?

Annual Report of the I. C. C.

Says that Transportation Act should help to stabilize and improve competitive conditions; trusts Ralph Budd to see that the railroads are ready for defense traffic

WASHINGTON, D. C.

PREDICTING that the Transportation Act of 1940, failing to justify "either the expectations of its more ardent friends or the foreboding of its foes," will not "cripple water transportation nor greatly aid the railroads," the Interstate Commerce Commission, in its fifty-fourth annual report, concedes nevertheless that the new legislation "should help to stabilize and improve competitive conditions in transportation with benefit to all concerned, including the public."

Dealing with "Transportation and National Defense," the commission notes among other observations that "there has been considerable debate as to whether the railroads are taking adequate steps to expand their supply of cars and locomotives to meet the needs which may be expected"; but it knows that the importance of this "very serious" matter is realized by Ralph Budd, transportation member of the National Defense Advisory Commission, and his associates, who "have means which are much better than any that we have at our command, of appraising the transportation needs which are likely to arise and also the facilities which are available or should be made available to meet those needs."

Legislative Recommendations Are Repeaters

The report which went to Congress on January 6 is in the usual form, being a 135-page document reviewing the commission's activities during the period from November 1, 1939, to October 31, 1940. No new legislative recommendations are made, the report suggesting that experience under the Transportation Act of 1940 "is plainly desirable before further amendments of the Interstate Commerce Act are, in general, considered." The commission has "no doubt that experience will disclose a need for amendments"; while "it is unnecessary to say" that the new provisions will be administered "fairly and impartially." Meanwhile, the report did repeat a couple of legislative recommendations from its predecessors, calling again for passage of the so-called "strait-jacket" bill to give the I. C. C. regulatory jurisdiction over "outside investments" of railroads and for legislation providing for complete coverage by the federal government of the standard-time-zone matter.

Also repeated from last year's report is that paragraph wherein the commission called attention to its emergency powers with respect to the movement of rail traffic, which are not limited to cases of war or threatened war, but "are based on a broad conception of transportation emergency." It goes on to point out again that it has no similar emergency powers as to transportation by motor carriers or by water carriers, adding: "The matter has been brought to the attention of the Advisory Commission to the Council of National Defense, and no doubt it will, if it has reason to believe that such additional emergency powers may be needed in carrying out the defense program, so advise the President and Congress." Also, it is hinted that the Hoch-Smith Resolution might well be repealed, it being evident to the commission that this measure has been "superseded by subsequent legislation, especially the Transportation Act of 1940."

In another place there is some reference to bills for the regulation of freight forwarders which died when the 76th Congress gave way to the 77th last week. There, as it did in the previous report, the commission recalls how in its report on the Freight Forwarding Investigation it found "no persuasive reason why the rail carriers could not, by appropriate cooperative effort, furnish an efficient service on less-than-carload traffic, including collection and delivery thereof, either by themselves or through one or more wholly owned or controlled agencies, at less-than-carload rates specially designed to attract such traffic, and thus retain for themselves the entire profits from such service."

No Rail Action on Forwarder Report

"More than two years," the commission goes on, "have now elapsed since the foregoing findings were made, but so far as is known to us no action by the rail carriers looking toward inauguration of a cooperative and efficient service on less-than-carload traffic such as that now performed by forwarding companies has been attempted or is contemplated. However, the Pennsylvania, the Baltimore & Ohio, and several other Eastern railroads have published reduced rates on less-than-carload traffic designed to meet those contemporaneously maintained by the forwarders. Also, recent reductions in approximately 3,500 classification ratings on less-than-carload traffic in Southern territory and between that territory, on the one hand, and Official and Western Trunk-Line territories, on the other, had the effect of narrowing the spread between the resulting less-than-carload rates and the corresponding carload rates on the affected commodities, thus affording to forwarding companies less opportunity to make a profit in consolidating such less-than-carload traffic into carloads and shipping it by rail at the carload rates."

Discussing its pending general investigations of rail and motor class rates and classification ratings the commission revealed that "the matter of investigating class rates and ratings applicable for transportation by water carriers under the provisions of the Transportation Act of 1940 is receiving our attention." These extensive class-rate and classification investigations, it thinks, "may very properly be regarded as a highly important first step" in the general investigation of interterritorial rates which the Transportation Act of 1940 calls for. Another rate matter which the commission singled out for special comment was that involving the multiple-car rates authorized last year on blackstrap molasses moving from New Orleans, La., to Peoria, Ill., and Pekin, and on coal from mines in Oklahoma and Arkansas to St. Louis, noting that in these two cases multiple-car rates were initiated voluntarily by the roads. In the reopened No. 28106 proceeding "one of our examiners has recommended that we require the establishment of reduced rates on petroleum products from the midcontinent field to various points in the Middle West applicable on shipments of not less than 25 tank car loads."

Meanwhile the commission had given first place in the

report to its 15-page review of the Transportation Act of 1940's "more important" provisions. It regarded the Act's declaration of policy to be of an importance which warranted repeating it in full. It appraised the rewritten consolidation provisions as the most important of the amendments to Part I of the Act; while the Panama Canal Act changes upon which the waterway interests made their last-ditch fight are "in line with the interpretation we have heretofore placed" on the provisions involved. Part III's provisions for the regulation of water carriers "in general form and substance" resemble the Motor Carrier Act; but unlike the latter and the regulatory provisions relating to railroads, there are no provisions "relating to service, safety of operation, or issuance of securities."

Study Board Can Serve "Useful Public Purpose"

The three-man board of investigation and research, which the act calls for but which has not yet been appointed by the President, can, in the opinion of the commission, "serve a useful public purpose, and we shall be glad to do what we can to render it assistance." Later on the report referred briefly to the transportation study now being conducted by the National Resources Planning Board. Upon that study's advisory committee, which Owen D. Young heads, are representatives of agencies of the government having to do with transportation, including Chairman Joseph B. Eastman of the Interstate Commerce Commission.

Also, the commission has been asked to permit various members of its staff to assist on the Young study; and "we are complying with these requests to the extent that is possible without unduly adverse effect upon our own work."

Telling of its organization for the administration of the Act's water-carrier provisions, the commission explains that the recently-created Bureau of Water Carriers "will not be comparable with the Bureau of Motor Carriers in the range and volume of its activities." Administrative work under Part III will "very largely be handled through the existing bureaus," although water carrier sections may be set up in some of those bureaus. Meanwhile the new Bureau of Water Carriers will have charge of the administrative work in connection with the granting of certificates and permits, the determination of what carriers are covered by the exemption provisions, "and certain other matters."

With respect to its procedure in general, the commission has not yet completed the necessary studies which will enable it to take advantage of the Transportation Act of 1940's provisions in that connection. During the year members of the commission and its staff, cooperating with the committee on administrative procedure set up by the Attorney General, "had occasion to make an intensive examination of all our procedural methods." The commission welcomed this opportunity to secure "the benefits of a disinterested, expert survey; and, when Monograph No. 24 was published with the recommendations submitted to the committee by its investigators, "we noted with satisfaction that the criticism expressed was related, on the whole, to minor details." The monograph did, however, make "a number of helpful suggestions, to which we are giving earnest consideration."

The commission has been "particularly impressed" with the monograph's suggestion that it should experiment with a plan of prehearing conferences. It cites difficulties involved in any attempt to do anything more than it has been doing along that line, pointing out among other things that "the general public is a party in interest in all our proceedings, and the vastness and importance of the issues submitted make short-cut methods impractical." At the public hearings held by the Attorney General's committee, the commission goes on, "general approval of our methods as a whole was strongly stressed by representatives of the Association of Practitioners and of the Association of American Railroads . . . and no contrary comment was submitted." The commission has not been able to accept the suggestion in the monograph that "many of our functions could best be performed by following the technique of investigation familiar in the practice of the committees of Congress, rather than by conducting hearings of a public character." It adds that "there is ample room for improvement in the way of shortening records and expediting submissions and final determinations, without abandoning a system which has met the commendation of the parties before us, the courts and the Congress."

Proceeding next through the aforementioned sections on transportation and national defense and the National Resources Planning Board's transport study, the report comes to the usual review of the "Traffic and Earnings of Transport Agencies." Carriers reporting to the commission for the year ended June 30, 1940, earned aggregate gross revenues of $6,008,484,000, which the report notes is 3.93 per cent above the gross for the calendar year 1937. Using figures involving "some broad estimates which may be subject to a considerable margin of error" the commission undertakes to indicate the relative importance of the various transportation agencies in the United States. A tabulation in that connection shows that 61.85 per cent of the intercity ton-miles in 1939 was by rail, 8.47 per cent by truck (for-hire carriers accounting for about half the movement over the highways), 17.71 per cent on inland waterways, and 11.97 per cent by pipe line. The relative positions of trucks and waterways improved as compared with 1938. In the field of passenger transportation, private automobiles accounted for 85.44 per cent of the 1939 inter-city travel; railways, 8.62 per cent; buses, 5.15 per cent; water carriers, 0.54 per cent; and air carriers, 0.25 per cent.

Air Carriers Making Inroads

The commission notes in the latter connection that the air carriers registered a 42 per cent increase in passenger-miles in 1939 as compared with 1938. "Travel by air," it adds, "is competitive with sleeping and parlor car service by rail and hence it is significant that the ratio of revenue passenger-miles by air to passenger-miles in sleeping and parlor cars was 6.5 per cent for 1938, 9.0 per cent for 1939, and 12.7 per cent for the first half of 1940."

When the report was prepared it was "too early" to appraise the results of the commission's order reducing Eastern-district coach fares from 2.5 cents per mile to two cents, effective March 24, 1940. "The statistics comparing current months with those of prior years are affected by such factors as changes in the amount of World's Fair travel, changes in the national income, and the extent of highway competition." During the year under review, no general change in the level of railway freight rates was ordered, "but voluntary adjustments by carriers continue to be numerous. The ton-mile revenue declined from 0.997 cent for the first half of 1939 to 0.945 cent for the same period in 1940, which may be due in part to causes other than these voluntary rate changes."

Freight ton-miles of the Class I roads for the first seven months of 1940 were "substantially greater" than for the comparable 1939 period; and "there has been some improvement in passenger-miles . . . but the Southern district accounts for most of it." The "in-

vestors' share" of 1939 railway revenues amounted to $725,723,493. Discussing this amount left over for the investors the commission suggests that the industry-as-a-whole ratio of income available for fixed charges to fixed charges "is somewhat misleading at this time" when "many important railway companies are in process of reorganization, with the prospect of a large reduction in debt and fixed charges. . . ." Thus it seemed "more significant to show such ratio separately for the roads in receivership or trusteeship and others." That was done in a table which indicates that the railroads not in the hands of the courts earned their fixed charges 1.491 times in 1939 and 1.615 times in the 12 months ended July 31, 1940.

Those roads in receivership or trusteeship in 1939 "were able to cover slightly less than half of their fixed charges, and for the 12 months ended July 31, 1940, the latter earned but 58.6 per cent of their fixed charges." However, "if the fixed charges of the roads in the hands of the courts had been reduced by 70 per cent, which is the average of the reductions recommended in reorganization plans approved by us or recommended by our examiners in proposed reports, the earnings of the roads in receivership or trusteeship would have been equal to 1.953 times the fixed charges instead of 0.586 times as actually reported for the 12 months ended July 31, 1940."

Revenues Still Determine Maintenance Outlays

Attention is next called to the fact that the improvement in railway net earnings has been accompanied by increased expenditures for maintenance and "a consequent reduction in the number of unserviceable equipment units"; although the maintenance expenditure "has not yet reached the 1937 level." A table setting forth operating costs is interpreted as showing how "the railways have continued to adhere this year to their customary policy of adjusting expenditures for maintenance very closely to revenues," such expenditures in the first seven months of 1940 being $55,000,000 greater than those of the comparable 1937 period, although $40,000,000 less than in the same period of 1937. Likewise, the increase in traffic is reflected in the employment figures; but employment since 1937 "has failed to recover in the same proportion as railway operating revenues." Whereas revenues for the first seven months of 1940 were equal to 96.3 per cent of the 1937 total for the same period, employment was 89.3 per cent of the 1937 level; however, total compensation of employees for the seven months of 1940 was 97.4 per cent of the comparable 1937 figure.

As of July 31, 1940, there were 107 railroads with 76,989 miles of road in receivership or trusteeship. Of that situation in general the commission has this to say: "The unfavorable financial condition of the railways as a whole in recent years has attracted widespread attention, but it is to be noted that the motor carriers, which are strong competitors of the railways, also have not been especially prosperous as a group." There follows a table with data showing that "motor carriers of property have been receiving a very small margin of net operating revenue," although "motor carriers of passengers show a larger spread between revenues and expenses." A record of "meager net returns also appears for the carriers by water which report to us."

After next making its aforementioned comments on the general rate and classification investigations and the multiple-car railroad rates, the commission comes to its discussions of "Motor Carrier Integration" and its investigation of the need for federal regulation of sizes and weights of motor vehicles. In the former connection the report notes how the process of combining motor carrier operations seems "to be reaching larger proportions." It cites the recently-denied applications of Transport Company of New York for authority to acquire control of motor companies operating more than 10,600 units of equipment; and promises to give motor-merger matters "close attention," because it believes them to be "of much importance."

The sizes and weights investigation is being pushed forward with a view to meeting the Transportation Act of 1940's demand for a report at the earliest practicable date. Another motor-carrier matter is the study of driver fatigue which the commission arranged to have made by the United States Public Health Service. It has received the report on that study which is in process of being printed as a bulletin of the Public Health Service. The commission believes that the bulletin, for which Chairman Eastman prepared a foreword, "will be of great interest and value, not only in its relation to motor-carrier operations, but in other fields."

The previously-mentioned section on freight forwarding companies is followed by comment of the usual character on "Cooperation of Federal and State Commissions," after which comes a brief reference to the work of bringing "Interstate Commerce Acts Annotated" up to date. The manuscript "now upon the press" will appear as Senate Document No. 202, 76th Congress, third session.

The pipe lines are given a couple of paragraphs where reference is made to the No. 26570 investigation of reduced rates and gathering charges, the decision on which is reviewed elsewhere in this issue. Then follows a listing of the reports made during the year in investigations instituted on the commission's own motion, of some of the more important pending investigations, and of reports in intrastate rate cases. The aforementioned legislative recommendation with respect to standard time is supported by an assertion to the effect that much confusion and inconvenience have resulted from independent action by states and municipalities. It is suggested that the situation might become "a serious matter" if such confusion and inconvenience now experienced by business men and travelers should be extended "to those engaged in furthering the national defense preparations."

During the year ended October 15, 1940, 1,043 applicants, including 1,000 lawyers, were admitted to practice before the commission, fewer than for any previous year since 1935. Non-lawyer applicants are now required to pass examinations, and 28 of the 59 examined last year were passed. The Transportation Act of 1940 gives the commission the power it sought to impose a fee for admission to practice; and it is considering amending its rules to provide for such a fee.

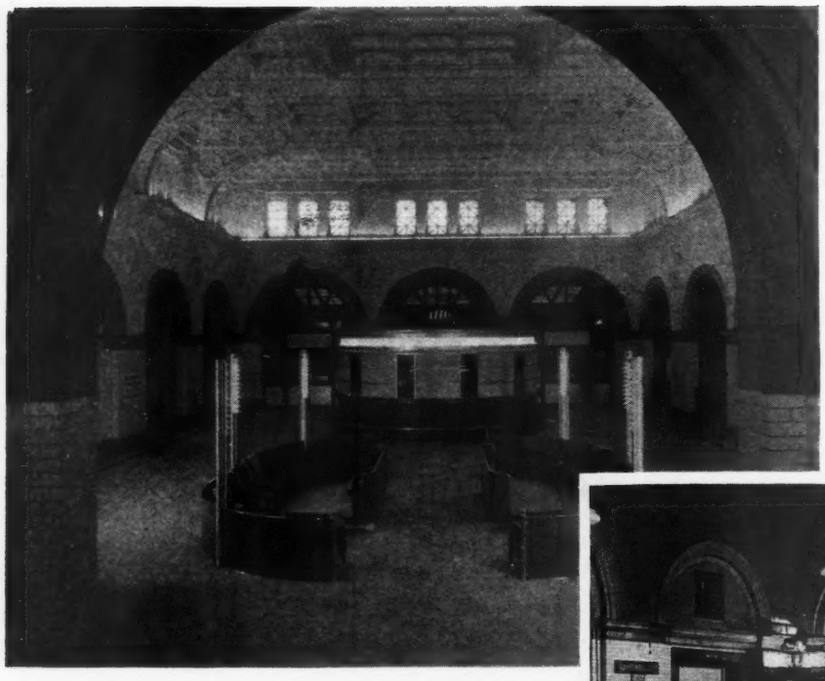
Work of I. C. C. Bureaus

Coming to the work of its bureaus, the commission deals first with the Bureau of Accounts which made a total of 279 "general investigations," more than in any previous year. Now that the commission has full control over the accounts of water carriers, it has resumed work on the revision of the accounting classification for them. Meanwhile, "substantial progress continues to be made in the revision of the accounting regulations for steam railroads." The Bureau of Finance was about its usual business in connection with such matters as certificates of public convenience and necessity, acquisitions of control of one carrier by another, issuance of securities, interlocking directorates, loans to carriers after federal control, R. F. C. loans, and railroad reorganizations.

The commission conducted 577 hearings and took approximately 97,658 pages of testimony during the period

(*Continued on page 143*)

Milwaukee



The Entire Interior of the Station Before Modernization, As Shown at the Right, Spoke of an Earlier Day in Rail Transportation. Note How the Old High-Back Settees Obstructed the Floor Area and Free Movement of Passengers

Finished in White, and Effectively Illuminated with Cove - Type Fluorescent Lighting, As Shown at the Left, the Remodeled Main Waiting Room Is in Striking Contrast with the Old

THE fact that old and out-moded railroad passenger stations, reflecting the atmosphere of a by-gone era of rail transportation, need not continue as such, is demonstrated most effectively at the Union station of the Chicago, Milwaukee, St. Paul & Pacific at Minneapolis, Minn., used also by the Chicago, Rock Island & Pacific, and the Minneapolis, St. Paul & Sault Ste. Marie. Through the renovation and modernization of the interior, this station now represents an outstanding advance in passenger station design and decoration.

The most striking and unusual features of the modernized interior are the extensive use of white paint for wall and ceiling finishes, giving a distinct Colonial effect, and the almost exclusive use of fluorescent lighting from wall coves and by means of pendant and standard-type fixtures. However, of large interest also are the rearrangements of facilities and entirely new waiting room and restaurant furnishings, which add much to the convenience and comfort, if not the pleasure also, of railway patrons. In all, approximately $60,000 was expended in the modernization work, which gives Minneapolis a station that is highly pleasing to the public and adequate to meet the requirements of the using railways.

Old Station Adequate But Outmoded

This station, which was built in 1897 and 1898 to replace an earlier structure, is a three-story building with a frontage of 121 ft. on Washington Avenue, South, and 120 ft. on Third Avenue, South, near the main business center of the city. It is served by five stub-end station platform tracks, at normal ground level, protected from the weather by a train shed approximately 94 ft. wide by 600 ft. long.

The station building proper, which is faced with an iron spot, buff-color Ohio brick above a one-story base course of red granite, and which is surmounted by a clocked tower, is a quite sightly structure. Furthermore, within the confines of its first floor, there was adequate area for all necessary public facilities, and on its second and third floors, adequate and otherwise satisfactory office facilities for the local staffs of the three roads participating in its use. As a matter of fact, the exterior of the building was in such satisfactory condition that nothing was done to it in the modernization work undertaken, all of the work being confined to the interior public facilities, including the train concourse which forms a connecting link between the building proper and the train shed platforms.

As they existed, the general public station facilities included a main central waiting room, 84 ft. long by 57 ft. wide, surrounded by all of the auxiliary public facilities, including a ticket office, a men's smoking room, a women's waiting room, a lunch room, toilet rooms, a check room, a news stand and a Western Union Telegraph office. The waiting room was approached from Third avenue by means of a vestibule and hall, closed off by a partition and a pair of swinging doors at the waiting room line, and from the Washington avenue side likewise by a vestibule and hall, but which opened directly into the waiting room. Typical of architectural treatments at the time the station was built, practically all of the auxiliary facilities were walled in by means of wood, plaster and glass panels located in a continuous series of arches around the faces of the waiting room proper. Typical also of the period was the interior finish in marble, brick, terra cotta and mahogany stained woodwork, which, viewed in the light of modern treatment, over-

Produces Striking Example of Station Modernization

Interior of its depot at Minneapolis, Minn., is completely transformed by effective redecoration, fluorescent lighting and club-type furniture

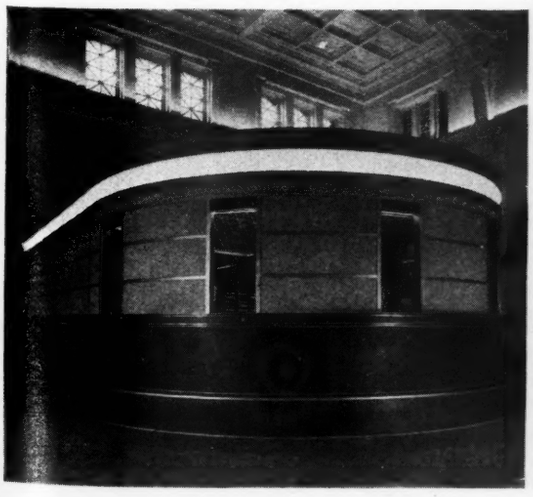
emphasized mass and gave a sombre appearance to the interior as a whole.

The floor throughout the waiting room was of gray Tennessee marble in large rectangular blocks, and was in a highly serviceable condition from the standpoints of both appearance and service, although it was patched where required and thoroughly cleaned. The side walls had a 14-in. red marble base, surmounted by a 7½-ft. wainscot of yellow Ohio brick. This was capped with a bold terra cotta cornice, 16 in. high, which was carried around all of the many arches of the wall faces. Above this cornice, the interior wall faces were of the natural yellow Ohio brick to a cove line approximately 10 ft. from the ceiling level, and crowning the wall areas on all four faces was a continuous series of three-panel windows with ornamentally designed, multiple-section window sash, glazed with clear glass. Harmonizing with the heavy and sombre hue of the wall faces, the ceiling was massively coffered, framing three large ornamental false skylight sections, all of the coffering being in wood finished in dark mahogany.

In the modernization and redecoration work, all of this heavy and dingy effect was done away with. The old gray marble floor was cleaned and repaired where necessary, restoring its light aspect; many of the old enclosures in the side wall arches, as well as the partition across the Third Avenue entrance hall, were removed, opening out the expanse of the public areas and improving daylighting; the walls and ceiling throughout, except for the terra cotta trim of the arches, were painted white; chromium trim and hardware replaced iron and bronze hardware, adding to the modern effect; the former ticket office at the southwest corner of the room, barricaded from the public by a completely enclosed front, with iron grillages over a marble counter, was relocated centrally at the south end of the room, adjacent to the train concourse, where it affords great convenience for passengers during rush periods; and the old mahogany-finished back-to-back settees throughout the room were replaced with attractive groupings of colorful upholstered furniture.

In the wall and ceiling redecoration work, all of which was done from portable scaffolds without interfering with normal operations at the station, all of the terra cotta and brick work was cleaned by a steam-acid method, while all of the massive woodwork of the ceiling was cleaned with a soda-ash solution. Following cleaning, the terra cotta was left its natural red, but the brick

The New Ticket Office, Shown Below, Has a Pleasing Streamlined Business-Like Appearance, While the Women's Waiting Room, Shown at the Right, Has a Restful Lounge-Like Atmosphere



The New Restaurant, With Its Modern Furnishings, Rose-Tinted Walls and Pendant-Type Fluorescent Lighting Fixtures, Is the Most Colorful Spot in the Station

walls and ceiling woodwork was painted with a white prime penetrating coat and then with two coats of bone-white enamel. To protect this white finish and to simplify cleaning it as may become necessary in the future, it was given a final brush coat of a starch-buttermilk solution, stippled, which can be readily sponged off with water, removing any dirt, without affecting the paint surface. Thus, the entire interior was changed in aspect to the Colonial, and to one which attractively and effectively reflects the fluorescent lighting installed.

The new ticket office, moved out into the open floor area at the south end of the room, between enlarged door openings on each side leading to and from the train concourse, is a U-shaped, built-in unit, with six readily accessible window openings for ticket sales, reservations and information. This unit, 21 ft. wide and with a maximum length of 31 ft. 6 in., is provided with a linoleum-covered working floor, and its top, only 10 ft. from the floor level, is open into the waiting room area, being covered only by wire mesh as a means of protection for the employees and the contents of the office area. Faced up to the counter line with gray linoleum, with plywood, painted light gray above, and trimmed with multiple bands of chromium-plated metal or aluminum-finished wood strips, the ticket office has a modernistic aspect, which is added to by roller-shutter-protected window openings, a green linoleum-covered counter, and silhouetted marker signs designating the functions at the different service windows. The marker signs are made up of outlined wood letters painted black and mounted on glass tubing across the face of a recess, giving the aspect of being suspended. Furthermore, the recess is illuminated by concealed fluorescent lighting tubes, causing the lettering to be silhouetted distinctly against the brilliantly lighted background.

A Feature of the Remodeled Station Interior, As Shown in This View of the Waiting Room Annex, Is the Club-Like Atmosphere Provided With Tables and Colorfully Upholstered Chairs

Club Atmosphere Provided

Especially effective and pleasing from the standpoint of patrons is the substitution of upholstered chairs about the waiting room for the former back-to-back settees, these chairs being released parlor car equipment, refinished with natural walnut woodwork and golden-tan chorded mohair upholstering. A feature of the seating arrangement is one large grouping of these chairs, facing inward, in a rug-covered oval area near the center of the waiting room, the chairs along each face of the oval being backed up by a low plywood curtain. These curtains are faced with light gray linoleum, trimmed with chromium strips, and are terminated at their ends by modernistic, pillar-type fluorescent lighting standards. An aisle continuously through the oval seating arrangement affords ready access to all of the chairs, and wood baggage racks on each side of this aisle, painted gray and trimmed with chromium, afford convenient, in-view places for patrons to place their hand luggage while awaiting the arrival or departure of trains.

The main waiting room is supplemented by a low-ceiling annex, 42 ft. long by 26 ft. wide, located at its southeast corner, directly adjacent to one of the two entrances into the train concourse. This annex takes the place of a former men's smoking room and occupies an area which was used formerly for a restaurant, the restaurant having been moved to the northeast corner of the building in the area used previously as a smoking room.

As in the case of the main waiting room, the annex area was completely redecorated and refurnished, the original Tennessee marble floor being cleaned and repaired as necessary; the old mahogany-finished woodwork being refinished in natural walnut; and an old beaded wood wainscot, four feet high, being torn out and the entire wall and ceiling faces being refinished in a light buff color, replacing green. To give the area a lounge effect, it was fitted with a large library table in the center, and with numerous mohair-upholstered chairs, similar to those in the main waiting room, grouped about the table and scattered informally around the side walls.

While the annex area is equally as available to women patrons as to the men, the women have exclusive facilities in a women's waiting room and powder room at the northwest corner of the station area, the waiting room being approximately 42 ft. long by 29 ft. wide, and the powder room, immediately adjacent, 19 ft. long by 14 ft. wide.

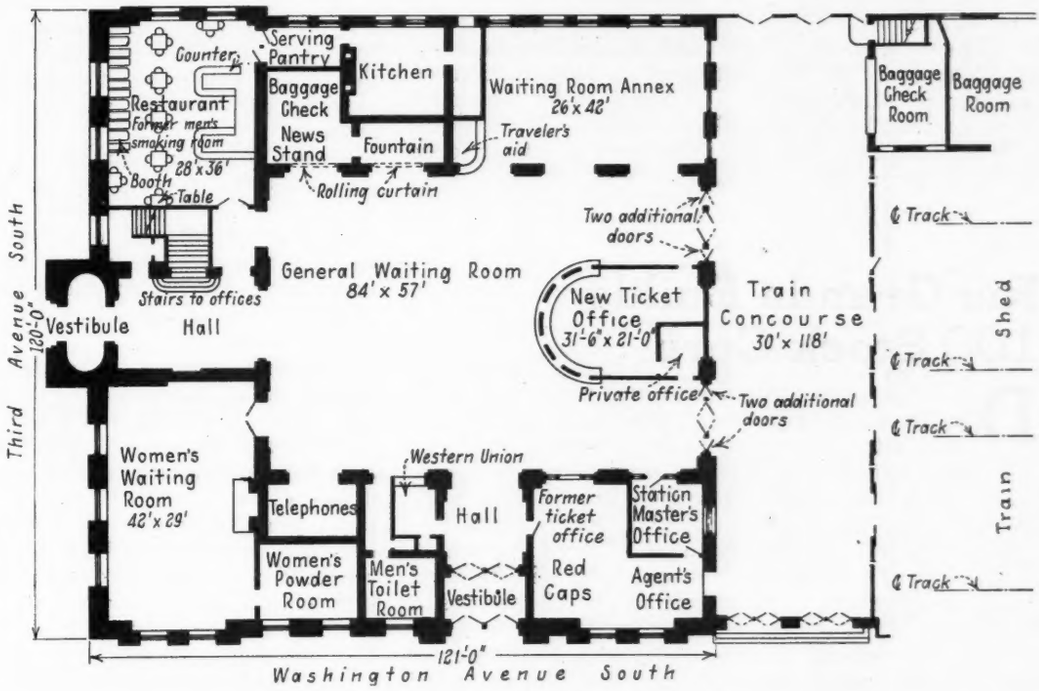
In general appearance, the women's waiting room is similar to the waiting room annex, having a marble floor and light buff-colored walls and ceiling above a paneled walnut wainscot, but this room has been made more pleasing and restful in that it is fitted with tables and lamps on rug-covered areas, and chairs upholstered in a combination of golden-tan and blue. Furthermore, the room has a huge fireplace, and the windows, formerly with large panes of plain glass, have been given a

Colonial effect through the use of false muntins, hung with colorful linen draperies.

The powder room, which combines in one area lavatory and dressing facilities, is even more colorful than the women's waiting room, the walls above the marble floor and wainscot being painted a bright green with yellow trim. Here, the dressing rooms are set off by black, enamel-surfaced metal partitions, fitted with doors finished in red lacquer. One of these dressing rooms, approximately five feet square in area, is fitted, with a toilet, wash basin, dressing stand and mirror. Supplementing these more private facilities, the powder room has three white wash basins of modern design, above which are plate glass mirrors bordered by fluorescent lighting tubes.

The most colorful and modernistic area within the remodeled station is the new restaurant, which, in striking contrast with the old, has rose-colored walls, doors and trim, and a light orchid ceiling; windows given a sectional glass effect by means of false muntins and draped with multi-colored hand-blocked linen; a low, about the room, about 10 ft. below the ceiling level. So located, the upper parts of the walls and the ceiling, both finished in white as already described, are brilliantly lighted and, in turn, throw reflected light over the floor area, producing from four to five foot-candles of general illumination at a level of about three feet above the floor.

Elsewhere throughout the station the lighting is essentially by means of pendant-type chandeliers or pillar-type lighting standards, the chandeliers being made up of a series of fluorescent lighting tubes of different lengths and diameters, mounted vertically in metal frames. For example, the Third avenue entrance vestibule is equipped with a 10-tube chandelier in which the tubes are arranged vertically in two rows of five each, and the women's waiting room is equipped with three such chandeliers, supplemented by floor and table lamps. In the waiting room annex, 10 of the 10-tube pendant-type lighting fixtures are employed, while 6 of the same type and size were found sufficient for illumination in the restaurant, the lighting there being supplemented by several ornamental, pillar-type lighting standards. While the four



General Floor Plan of the Remodeled Station at Minneapolis, Minn. Note the New Position of the Ticket Office and the Ready Accessibility of All Facilities

double U-shaped counter, with a colorful linoleum top, flanked by 26 stools upholstered with purple leather; and five booths, and five tables in the open, each with chairs with chromium-finished metal frames and blue and yellow leather upholstering. Adding to these features, the room is attractively lighted with fluorescent lighting tubes, and is air-conditioned by means of two cabinet-type, self-contained air-cooling and conditioning units, located at opposite ends of the room.

Fluorescent Lighting

One of the most unusual features of the remodeled station is the almost exclusive use of fluorescent lighting, both direct and indirect, producing not only highly attractive lighting effects, but also bringing about the necessary illumination with a sizable factor of economy through the greater efficiency of the fluorescent lighting tube. Within the main waiting room, cove lighting is employed almost exclusively, the fluorescent lighting tubes being recessed behind a molding continuously to five foot-candles of illumination afforded generally in the different waiting rooms is considered adequate for general illumination purposes, much more intensive illumination is provided throughout the chair-fitted areas, this amounting to as much as 12 to 15-foot candles in the waiting room annex and the women's waiting room.

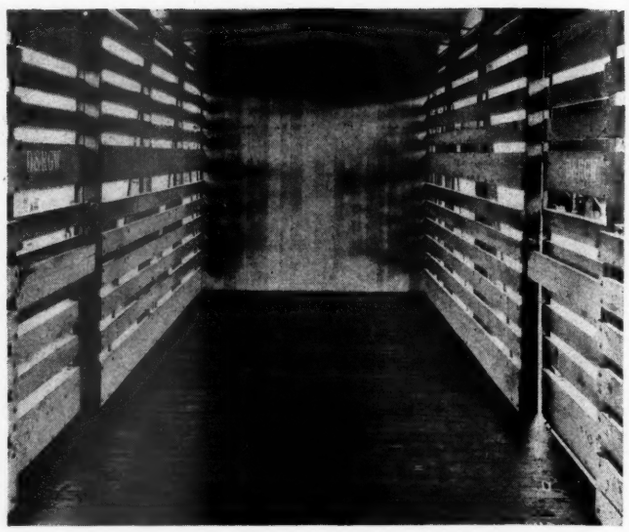
No fundamental change was made in the primary heating plant at the station but, in keeping with the generally modernized interior, all formerly exposed wall radiators were either enclosed in walnut-finished metal covers or recessed into the wall faces and sealed from view by plastered curtain walls. In the main waiting room, where heating was formerly provided by exposed floor-type radiators, it is now effected by means of steam-coil, blower-type unit heaters, four of these units having been installed in concealed positions, two at each end of the room. These units not only insure adequate circulation of heated air during the months when heating is required, but will be used during the summer months to circulate fresh outside air through the station.

Other major changes made in the station moderniza-

tion work have to do largely with the train concourse, an area 30 ft. wide across the track end of the building which, previously, was little more than a roof-covered space leading to the track platforms. Here, the roof was resurfaced with tin and was enclosed on the under side with a false ceiling of Masonite Pressedwood, and the ends and train-shed face were entirely enclosed with steel panels with large areas of wire glass, and with sliding-type train gates, also fitted with panels of glass. Furthermore, this area is now heated with unit-type heaters and is effectively lighted with a series of ceiling drop lights, adding to the comfort of patrons passing to or from, or waiting for trains. Both the baggage counter and baggage room are accessible to the public from the concourse.

The only work carried out within the train shed area included the repaving with concrete of that section between the new train gates and the ends of the tracks, and the replacing of a former series of ventilators along the ridge line of the shed with a continuous, open-sided monitor, to improve smoke ventilating conditions.

All design and architectural features in connection with the modernizing of the station were developed by Otto Kuhler, consulting designer for the Milwaukee, in co-operation with W. H. Penfield, its chief engineer; A. O. Lagerstrom, its architect, and A. Daniels, division engineer at Minneapolis. The actual work was done under contract by the James Leck Company, Minneapolis, with the exception of the plumbing work, which was done by O. Bergerson & Company, also of Minneapolis.



The Car Floors Are Douglas Fir, Creosote Pressure Treated

Rio Grande Builds 100 Stock Cars

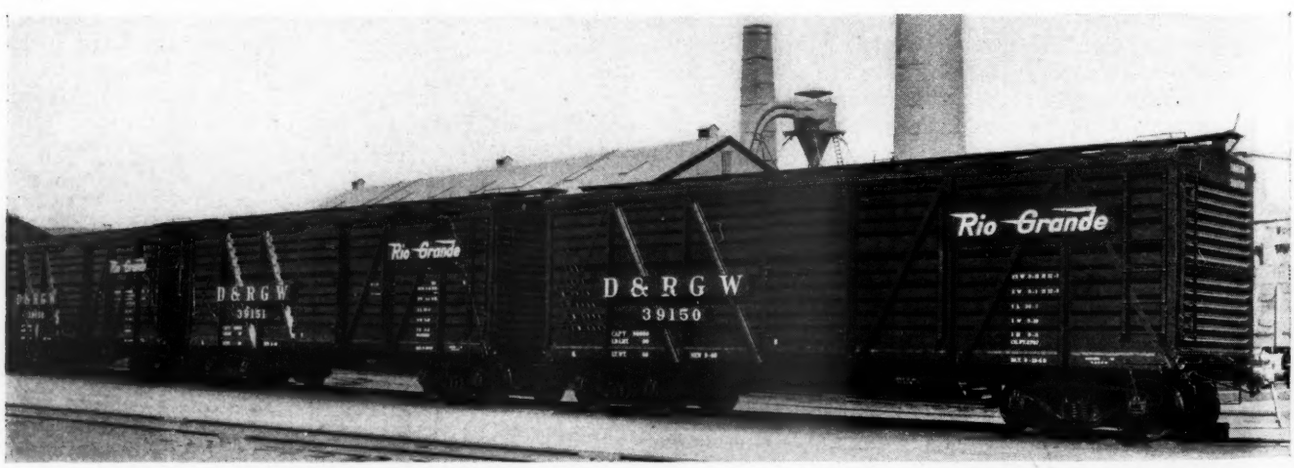
DECKS of creosoted wood, which were specified to increase service life and reduce mechanical failures with a consequent saving in repair shop costs, have been installed in 100 new single-deck stock cars recently constructed in the Burnham, Colo., shops of the Denver & Rio Grande Western. These cars are of 80,000-lb. capacity; have a volume of 2,797 cu. ft.; are 36 ft. 6 in. long, 8 ft. 10 in. wide and 8 ft. 8 in. high, all inside measurements. The light weight of the cars is 38,500 lb.

After a thorough investigation, the railroad decided that the advantages of greatly extended life warranted the use of creosoted decking and accordingly, pressure treated, close flat-grained Douglas fir center matched and finished to 1¾ in. thickness by 5 1/16 in. width was specified. Pressure treatment was in accordance with the Wood Preserving Corporation specifications to a net retention of 5 lb. per cu. ft., A. R. E. A. grade creosote.

Owing to severe conditions conducive to decay in stock cars, this creosoted lumber is expected to yield several times the life of untreated decking based upon the experience of railroads in which there has been no replacement of pressure-treated lumber in stock cars, except due to wrecks, after long periods of service. Untreated stock-car lumber is said to last only from two to eight years.

Lumber treated with creosote oil is protected not only against decay but its wear resistance is also increased. The creosote acts as a lubricant to reduce mechanical abrasion and makes the lumber water repellent. Splitting and checking are usually caused by uneven or rapid drying of the wood, the loss of moisture from the exterior being more rapid than the movement of moisture from the interior toward the surface. Through its water repellent properties, creosote reduces the rate of moisture interchange in the wood and thus reduces checking.

The trucks conform to A. A. R. standards with 5-in. by 9-in. journals. The body bolsters are the built-up type of welded construction. The Duryea cushion underframe is employed to protect body and lading against shocks. The center sill consists of two 10-in. open-hearth

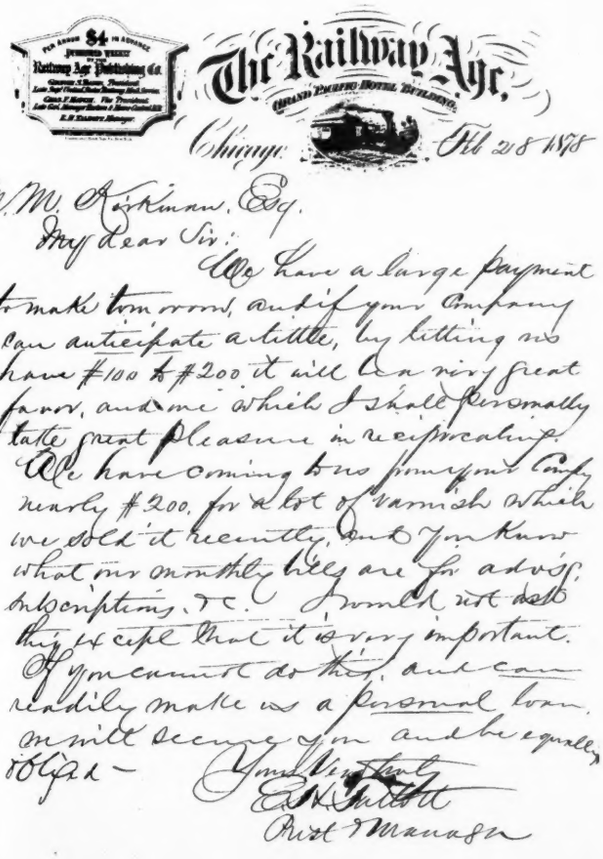


Three of the 100 New D. & R. G. W. Stock Cars Recently Built at Burnham Shops

steel channels with top and bottom cover plate applied with continuous weld. The posts and braces are Cor-ten steel welded to the side sills and side plates, and the ends are corrugated steel. The decking is fastened to the underframe by floor clips, leak-proof bolts and grip-holding nuts. The roof is a standard riveted type made of pressed steel with Cor-Ten-steel W-section side plates. Other equipment includes Type E couplers, AB type brakes built by Westinghouse, Ajax vertical hand brake and Royal brake regulators.

E. H. Talbott, Publisher and Purveyor of Varnish

THE early days of the *Railway Age* were no bed of roses, as is disclosed in a letter written in 1878 by E. H. Talbott, then manager of the *Railway Age,* to M. M. Kirkman, at that time second vice-president of the Chicago & North Western, which came to light in the files of that railroad recently and was sent us by R. L. Williams, now chief executive officer of the North Western. Penned on February 28, 1878, less than two



The Railway Age,

Chicago Feb 28 1878

M. M. Kirkman, Esq.

My Dear Sir:

We have a large payment to make tomorrow, and if your Company can anticipate a little, by letting us have $100 to $200 it will be a very great favor, and one which I shall personally take great pleasure in reciprocating.

We have coming to us from your Co. nearly $200. for a lot of varnish which we sold it recently, and you know what our monthly bills are for advg., subscriptions, &c. I would not ask this favor except that it is very important. If you cannot do this, and can readily make us a personal loan, or will accept 10 days and be equally obliged —

Yours Very Truly

E. H. Talbott

Pub'r & Manager

years after the magazine began publication, this letter reveals that despite a steadily growing subscription list and an impressive roster of advertisers which included a number of manufacturers who are still supplying railroad needs today, the paper apparently had to eke out its advertising and subscription revenues with a bit of private business on the side, and that even then at times it was hard pressed to meet its payroll.

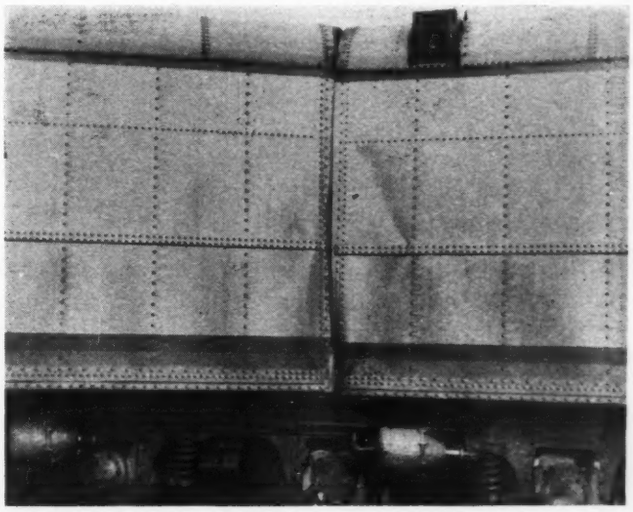
Turning from that letter to the *Railway Age* itself, the columns of the issue for Thursday, February 28, 1878, contained, among other subjects of controversy, several heated protests from readers against the entrance of women into railway service, a discussion of the value to stockholders of the expense of wiping engines, and an attack on the law proposed for all states by the railroad commissioners of Massachusetts (a measure fathered by Charles Francis Adams, Jr.) requiring that railway companies adopt a state-supervised uniform system of accounts and returns. Besides numerous notices of the transfer and promotion of railway men and news of new roads being incorporated, the issue included a comprehensive description of a practical method of handling baggage-car traffic, of reporting and collecting charges, and of auditing the accounts; a brief history of the early use of railway springs in this country; a report of "the latest train robbery," on the Houston & Texas Central, of $2,500, from the scene of which "the robbers, as usual, escaped by mounting their horses and riding away;" and a long editorial opposing a bill reported by the house committee on public lands which would forfeit all land grants to the Northern Pacific, the Texas & Pacific, the Atlantic & Pacific, the St. Paul & Pacific, and 19 other western and southwestern roads.

Advertisers in the *Railway Age* of that year included the Westinghouse Air Brake Company, the American Bridge Company, the National Tube Works, the Ramapo Wheel & Foundry Company, Geo. R. Meneely & Company (West Troy, N. Y.), the Baldwin Locomotive Works, the Edgar Thompson Steel Company, the Verona Tool Works, the Pennsylvania Steel Company, the Wharton Railroad Switch Company, William Sellers & Company, the Chicago Varnish Company, and Valentine & Company.

Aluminum Cars Withstand Derailment Shocks

IN the derailment of the U. P.-C. & N. W. "City of Los Angeles," briefly referred to in the *Railway Age* of December 28, 1940, the relatively small amount of physical damage to the cars and the complete absence of passenger fatalities gave ample evidence of the general soundness of design and sturdy construction of the lightweight car equipment.

The train was proceeding eastbound from Los Angeles,



Damage was Localized at the Articulated Connection Between the Dining-Car Units

Cal., to Chicago when derailed due to a broken rail at Weir, Colo., about four miles west of Julesburg, on the evening of December 22. The train consist included a three-unit Diesel-electric locomotive; a baggage-dormitory car; two articulated chair-car units, "Las Vegas" and "Salt Lake"; a chair-lounge, U. P. 5203; articulated diner-kitchen, "Biltmore," and diner, "Ambassador";

Photo by Denver Post

Position of City of Los Angeles Cars after the Derailment at Weir, Colo., on December 22—Looking East

1—Las Vegas	6—Little Nugget
2—Salt Lake	7—Santa Monica
3—U. P. 5203	8—Wilshire (overturned)
4—Biltmore	9—San Domiguez
5—Ambassador	10—San Fernando

dormitory-club car, "Little Nugget"; three pairs of articulated Pullman sleepers, "Santa Monica-Wilshire," "San Dominguez-San Fernando," "Arroyo Seco-Beverly Hills"; Pullman Duplex sleeper, "Rose Bowl," and observation-lounge, "Sun Valley."

The train was on time, the scheduled speed approaching Julesburg being 63.6 miles per hour. After derailment the train came to rest as shown in the airplane view. The three power units, baggage-dormitory car and the four rear cars were removed before the photograph was taken.

With the exception of the two rear cars, the entire train was derailed, all cars remaining upright with the exception of the Wilshire which turned on its side and came to rest adjacent to the San Dominguez.

All couplers used on these cars are of the A. A. R. tightlock type. The Wilshire in overturning sheared the articulation bolts and key connections and broke the shank of one tight-lock coupler. It was necessary to flame cut some of the coupler shanks to separate the other cars for rerailing. There was no distortion to the car bodies except at the ends, and the damage to the corner posts and side sheathing extended only a slight distance into the first panel.

The interiors of the cars were not damaged and there were no broken windows. Although the car Wilshire came to rest on its side, the inside equipment of this car, including washroom fixtures, mirrors, etc., was not broken. Windows in this car were broken by the train crew after the derailment to permit passengers to leave the car. The end doors and locker doors could be opened and closed.

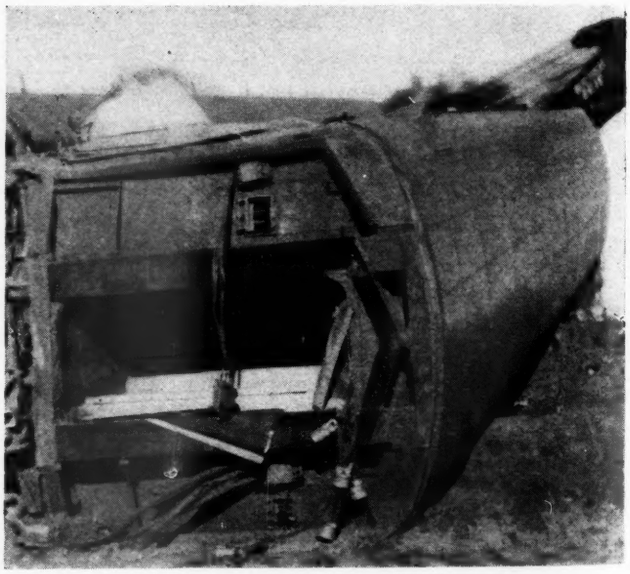
In the derailment some of the trucks plowed deeply into the track resulting in broken truck parts and damage to the car skirting and underneath equipment.

The cars are of lightweight, girder-type aluminum-alloy construction. The fact that no one was killed or seriously injured in this derailment is a "remarkable demonstration" of the sturdiness of the new light weight equipment, according to President W. M. Jeffers, giving credit to the Jabelmann design trucks, the girder-type aluminum-alloy construction of the cars and the tight-lock couplers.

Repairs Due to Derailment Quickly Made

The three Diesel power units, the baggage-dormitory car and the three rear Pullman cars were thoroughly inspected, given necessary attention and returned to service with enough substitute equipment for the City of Los Angeles regular run scheduled to leave Chicago on December 29.

The four Pullman cars, Santa Monica, Wilshire, San Dominguez and San Fernando were sent to the Pullman shops at Chicago for necessary repairs.



The Wilshire, Which Came To Rest on Its Side, Shows No Structural Distortion

The six railroad-owned cars have been repaired at the Omaha shops of the Union Pacific and returned to regular service on the City of Los Angeles.

Annual Report of I. C. C.

(*Continued from page 135*)

covered by the report on matters passing through the Bureau of Formal Cases. The Bureau of Informal Cases received 687 complaints, and also handled 6,536 letters "many of which had the characteristics of informal complaints although not classified as such." Investigations conducted by the Bureau of Inquiry during the year "demonstrated that the practice of filing false claims for damage to shipments of perishables is more or less widespread in the larger cities"; and that such false-claim practices "have flourished in large part because of the complacency and inaction of certain railroads." Also, this Bureau turned up "abuses" growing out of the ordering and furnishing of cars and "other methods of defeating published rates." Likewise it brought to light a practice of the railroads "which appears to be growing" of delivering order-notify shipments at destination without surrender of the bill of lading in instances where the carriers have not obtained a bond or certified check to protect them from loss. This Bureau-of-Inquiry section of the report, which covers nearly six pages, also refers to still other schemes for defeating public rates.

During the year the Bureau of Law instituted 25 cases and concluded 23, leaving 32 pending at the time of the report's preparation. Activities of the Bureau of Locomotive Inspection and the Bureau of Safety, high-lighted in the report, will be covered in reviews of their separate reports in forthcoming issues of *Railway Age*. Likewise, the commission's 15-page review of the Bureau of Motor Carriers' work will be covered in a subsequent issue.

No Car Shortage Found

During the year under review the Bureau of Service found "no actual shortage of cars, although in some localities the demand for particular types of cars . . . left little surpluses." That situation "became acute" in the autumn, but "at no time has there been any important demand for cars which has not been met with reasonable promptness." Attention is called to the fact that the new regulations for the transportation of explosives and other dangerous articles authorize unlimited construction of fusion-welded tank cars.

Among other matters, the section on the Bureau of Statistics refers to the new statistical series showing tons of railway freight originated and terminated by geographical areas. Also, it mentions conferences held during the year on the matter of consolidated system reports for railways. Meanwhile, cost finding "continues to be one of the most important parts of the work of the Bureau"; and "cost-finding formulas have been tentatively developed for transportation by railway, water, and highway." From accident statistics compiled by the Bureau, it appears that "the year 1939 was outstanding in the field of railway safety," the total number of persons killed in railway accidents of all kinds in that year being 4,362—"less than the number reported for any year since these accident statistics were begun in 1888."

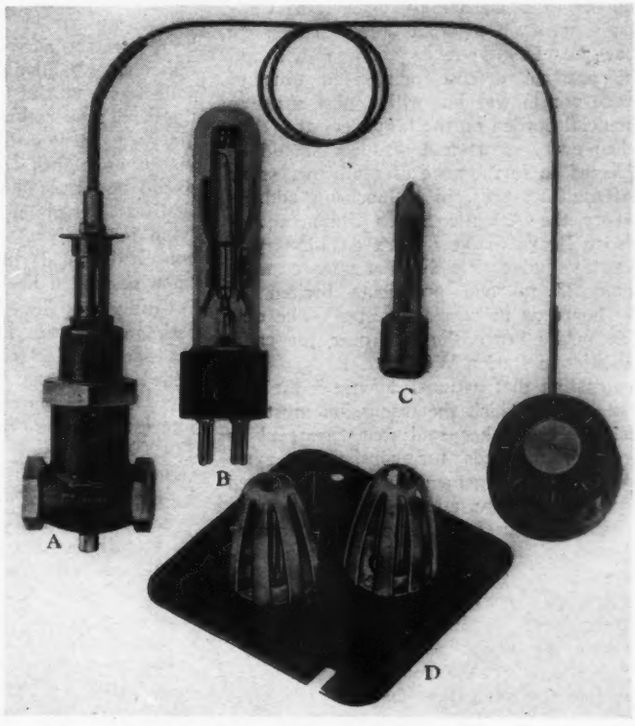
The report devotes a little more than a page to its review of the Bureau of Traffic's work on such matters as tariffs, suspensions, fourth section applications and released rates; while the 2¼-page discussion of the Bureau of Valuation contains the usual complaint about insufficient funds. "During the year," the report says, "calls for current valuation data have caused a very material slowing-down in the work of bringing valuations to date. . . . Because of shortage of staff in the last few years, various phases of this work have been falling behind, and are now from 2½ to 10 years short of being current, and this 'lag' is accumulating. This deficiency of progress in bringing valuations to date is a serious matter, because that work is the key to practical use of valuation data. It is essential to the integrity and usefulness of the records. The only way in which this situation can be cured, however, is by an increase in the appropriation for the work of the Bureau."

During the closing session of the past Congress the commission's legislative committee submitted 37 reports on bills or resolutions. This compares with 101 reports submitted at the previous session.

Air-Conditioning Control

FOR the past nine months, engineers of Thomas A. Edison, Inc., West Orange, N. J., have been running field tests on a new type of air-conditioning control, designed to take care of all of the variables in winter and summer conditions.

Four control units are used in the corners of a car and they function to (1) keep both sides of the car at an equal temperature when one side is cooled more than the other by a side wind; (2) respond quickly when there is a radical change in the number of passengers, or when the doors are opened; (3) to maintain inside temperature as a function of that outdoors (correlative control); (4) keep water tanks from freezing in cold weather when cars stand idle in the yards; (5) keep radiators in the floor full of warm water when the heating demand is light; (6) simplify maintenance of control equipment so that it may be done by regular railroad mechanics at division points.



Essential Parts of the Edison Air Conditioning Control—(A) One of the Self-Contained Thermal Valves, Which Control Both Floor and Overhead Heating, (B) Thermal Relay Which Prevents Rapid "On-and-Off" Compressor Operation, (C) Sensitive Sealed Thermostat, Applicable on Either A. C. or D. C. Circuits, (D) Thermostats for Selecting Heating or Cooling Control

NEWS

Ditch Wouldn't Aid U. S. Defense

Fletcher dissects seaway project for shippers, finds it wanting

Stating that "if we could agree with the President that the construction of this huge waterway is essential to the national defense, there would be no more to say on the subject," Judge R. V. Fletcher, general counsel, Association of American Railroads, went on to point out, step by step, that the St. Lawrence Seaway will aid the national defense neither in time of peace nor in war but will impose a heavy financial burden on the taxpayers at a time when every effort and resource should be directed to furtherance of really necessary defense measures, in a luncheon address before the Atlantic States Shippers Advisory Board in New York on January 9. Among Judge Fletcher's audience were some 27 railroad presidents invited by the board as its special guests. The outside public heard the talk over the radio facilities of station WQXR.

Insisting that national defense is the real issue about which the discussion must revolve, the speaker said that "grateful as are the railroads for consistently sympathetic encouragement they have received from the present administration at many critical junctures . . . they are driven to dissent although it would be a pleasant expression of gratitude if they could do otherwise." Inasmuch as "there are many others beter qualified than ourselves" to discuss the power aspect of the seaway project, the speaker confined his observations to the navigation feature. His chief argument was that since the navigation channel cannot be completed in less than eight years from the time actual construction begins, the present war emergency will be over and relegated to the realm of history before ships will begin to move on the new seaway. "Modern warfare is not so conducted as to make possible another 100 years war." Hence the navigation program cannot possibly be a valid excuse for national defense, said he.

In reply to the President's latest excuse for the Seaway—the safe-from-bombers Great Lakes shipyards argument presented recently at Detroit—Judge Fletcher pointed out that the 27-ft. channel contemplated would bar from passage when fully loaded, 54 per cent of the world's vessels, representing 70 per cent of its tonnage and including all war vessels of capital proportions; it cannot be used for longer than seven months out of the year on account of ice; and it would require vessels some 16 days to make a round-trip from Montreal, Que., to Duluth, Minn. Such limitations would hardly encourage an inland shipbuilding industry. Further, said he, "in this era of improvement in air navigation, when the range of aerial fighters and bombers is constantly increasing, who can say that a shipyard located at Cleveland is any more immune from attack than one located at Chester, Penna.?" As for sabotage: "The distance from Chicago to Montreal is 1,247 miles and for a considerable part of this distance, the war vessels built in the Great Lakes area would be required to move through narrow, winding channels, flanked with locks, dams, spillways and sluice gates, all essential to the canal's operation. One bomb from the air, one exploded charge of dynamite placed by a fifth columnist, and the canal would be out of business indefinitely, with the war vessels of a beleaguered nation lying helplessly at anchor. It is scarcely conceivable that reliance would be placed upon so frail a line of defense."

Citing the government engineers' cost estimate for the project of $655,372,000, the speaker declared that there must be added to it about $200,000,000 for necessary harbor improvements at lake cities, interest charges during construction of $70,000,000 and a greater amount for "contingencies" than the 5 per cent allowed by the engineers. "The Chicago Drainage canal was estimated to cost $16,000,000; it actually cost $53,000,000. The Suez canal was estimated to cost $30,000,000; it actually cost $80,000,000. The Welland canal was estimated to cost $114,000,000; it actually cost $128,000,000. The Panama canal was estimated to cost $160,000,000; it actually cost $375,000,000. All in all, taking these and other elements of cost into consideration, "very competent authorities reach the conclusion that the total costs will reach the sum of $1,200,000,000, a huge sum of money subtracted from amounts which would otherwise be available for national defense. Taking into consideration the so-called benefits and the obvious injurious consequences that would result from the Seaway, is it an enterprise upon which we should embark, either now or at a later period?"

N. Y. C. Considers Chicago-Cincinnati Streamliner

The New York Central is considering the inauguration of a fast, streamlined train between Chicago and Cincinnati, Ohio. The train will make a round trip daily on a schedule faster than at present.

Mediators Pat Selves on Back

Federal board in annual report admits it has done a good job as peacemaker

Although the press release accompanying the National Mediation Board's annual report was headed "All Is Peace—No Strikes on Railroads or Air Lines," the report itself shows that during the year under review—the fiscal year ended June 30, 1940—"one minor strike" did occur on the Monongahela Connecting. Involving engine service employees, the strike grew out of "the carrier's disinclination to agree to a rule proposed by the employees whereby a second man would be employed in the operation of Diesel-electric switching locomotives"; and it lasted from April 30, 1940, until May 8, 1940.

But the report, which went to Congress on January 6, does not appraise the foregoing as an important exception to the general free-from-strikes-and-threatened-strikes record which has been hung up by the rail and air carriers and their employees subject to the Railway Labor Act. During fiscal 1940 "there were literally thousands of labor disputes settled peaceably as contemplated by Congress when it enacted the law;" and "the entire record warrants full confidence that the railroads and air lines in making their contributions to the national defense will not be hampered by labor controversies."

Commenting upon the Monongahela Connecting case, which "shows that there is no legal guarantee against strikes," the Board was critical of the carrier. "It is clear from the record," it said, "that this strike could have been avoided if the carrier had been willing to accept arbitration as a means of disposing of the controverted issues. And even after arbitration was refused it seems probable that a peaceful settlement might still have been reached had the carrier management been less arbitrary in declining to resume negotiations at the request of the Board after the strike date had been set." Nevertheless the Board thinks that the present law "is entirely adequate and that where there is full compliance with the letter and spirit of its provisions there is no practical necessity for strikes."

There were "several instances during the year where one or more groups of employees spread a strike ballot, but in each instance the Board was able through mediation to dispose of the dispute in confer-

(*Continued on page 154*)

36.3 Million Cars Loaded in 1940

Total up 7.2 per cent from 1939's and 19.4 per cent above 1938

Loading of revenue freight on the railroads of the United States in 1940 totaled 36,353,609 cars, according to the Association of American Railroads. This was an increase of 2,442,111 cars or 7.2 per cent above 1939, and an increase of 5,896,531 cars or 19.4 per cent above 1938.

Total loadings by commodities in 1940 compared with 1939 follow:

	1940	1939	Per Cent Increase
Grain and grain products	1,834,154	1,940,064	5.5*
Live stock	685,498	694,246	1.3*
Coal	6,804,069	6,082,520	11.9
Coke	548,728	413,686	32.6
Forest products	1,800,201	1,584,336	13.6
Ore	2,145,375	1,615,036	32.8
Merchandise, L.C.L.	7,679,410	7,830,935	1.9*
Miscellaneous	14,856,174	13,750,675	8.0
TOTAL	36,353,609	33,911,498	7.2

*Decrease.

Loadings of revenue freight for the week ended January 4 totaled 614,171 cars, the Association of American Railroads announced on January 9. This was an increase of 68,864 cars, or 12.6 per cent, above the preceding week, an increase of 21,246 cars, or 3.6 per cent, above the corresponding week last year and an increase of 84,800 cars, or 16 per cent, above the comparable 1939 week.

Loading for the week ended December 28, 1940, totaled 545,307 cars. This was a decrease of 152,448 cars or 21.8 per cent below the preceding week, a decrease of 2,757 cars or 0.5 per cent below the corresponding week in 1939 but an increase of 45,852 cars or 9.2 per cent above the same week in 1938.

Revenue Freight Car Loadings

For Week Ended Saturday, December 28

Districts:	1940	1939	1938
Eastern	125,545	128,062	111,489
Allegheny	126,536	121,236	93,088
Pocahontas	33,046	34,832	39,151
Southern	76,934	78,557	77,242
Northwestern	64,033	63,366	57,314
Central Western	80,931	83,353	82,143
Southwestern	38,282	38,658	39,028
Total Western Districts	183,246	185,377	178,485
Total All Roads	545,307	548,064	499,455
Commodities:			
Grain and grain products	21,983	26,440	25,892
Live stock	8,682	9,959	10,374
Coal	113,618	128,360	131,313
Coke	11,719	11,585	6,634
Forest products	24,181	19,707	17,960
Ore	10,684	8,291	6,995
Merchandise l.c.l.	120,346	117,347	115,082
Miscellaneous	234,094	226,375	185,205
Dec. 28	545,307	548,064	499,455
Dec. 21	697,755	651,392	574,198
Dec. 14	736,332	678,132	606,003
Dec. 7	738,513	683,973	618,964
Nov. 30	728,525	685,496	648,534
Cumulative Total, 52 Weeks	36,353,609	33,911,498	30,457,078

In Canada.—Car loadings for the week ended December 28 totaled 40,338, as compared with 57,528 in the previous week and 36,866 a year ago, according to the weekly summary of the Dominion Bureau of Statistics. For the 12 months, carloadings in Canada totaled 2,812,587, which was 10.3 per cent above 1939 and 15.6 per cent above 1938.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
Dec. 28, 1940	40,338	23,839
Dec. 21, 1940	57,528	29,173
Dec. 14, 1940	58,281	29,741
Dec. 30, 1939	36,866	20,981
Cumulative Totals for Canada:		
Dec. 28, 1940	2,812,587	1,301,334
Dec. 30, 1939	2,549,449	1,129,831
Dec. 31, 1938	2,432,786	1,072,824

Berle Reports to the Boss on the Big Ditch

Questioned at his December 31 press conference as to the reason why Assistant Secretary of State Adolph A. Berle had been in to see him, President Roosevelt said that they had discussed the St. Lawrence seaway. He went on to tell reporters that an agreement on the project had been worked out with Canadian officials, but that further conferences would have to be held with Congressional leaders before a choice between the joint-agreement and treaty methods of procedure was made.

Land Grant Claim Release

Approval of a land grant claim release submitted by the St. Louis-San Francisco, under which the road may take advantage of the Transportation Act of 1940's land-grant-rate-repeal provisions has been announced by Secretary of the Interior Ickes.

The release covers land grant territory traversed by a Frisco predecessor, the Pacific Railroad, Southwest Branch, from Pacific, Mo., through Springfield to the state line.

Suspends New New York-to-South Motor Ratings

The Interstate Commerce Commission has suspended from January 2, until August 2, the operation of certain schedules, published in an agency tariff of the Southern Motor Carriers Rate Conference, to establish a new classification exceptions rating of first class on all commodities rated first class or lower, in packages weighing 50 lbs. or less from New York, and points grouped therewith, to southern points.

Representation of Employees

The National Mediation Board has announced results of recent elections in employee-representation on the Philadelphia, Bethlehem & New England and the Natchez & Louisiana Railway Transfer Company. On the former the Brotherhood of Locomotive Firemen & Enginemen won the right to represent the locomotive engineers and the firemen and hostlers, while the Brotherhood of Railroad Trainmen was designated to represent the yard conductors and brakemen. In the N. & L. R. T. election the Marine Engineers' Beneficial Association won the right to represent carferry engineers, firemen and water tenders.

Would Hold Pipe Line Net to 8%

I. C. C. issues "show-cause" order as prelude to lopping 25% off of pipe line rates

Concluding that annual earnings of a pipe-line common carrier should not exceed eight per cent of its property valuation, the Interstate Commerce Commission in a report by Commissioner Aitchison has directed 21 companies to show cause within 60 days from December 23, 1940, why an order should not be entered requiring rate adjustments calculated to reduce their earnings to that basis. Another finding is that the foregoing 21 and 14 other respondents must show cause within the same period why they should not be ordered to publish minimum-tender rules which will require the tender of amounts not in excess of 10,000 barrels of crude oil as a single shipment.

The decision is in No. 26570, Reduced Pipe Line Rates and Gathering Charges; it was accompanied by a brief dissenting expression from Commissioner Mahaffie, while the dissent of Commissioner Patterson was noted. Commissioners Miller and Johnson did not participate. The proceeding is the general investigation instituted by the commission in 1934 when Secretary of Interior Ickes, in his former role as administrator of the code of fair competition for the petroleum industry, urged the suspension of reduced-rate tariffs filed by the respondent carriers of crude oil by pipe line. They seem to have been so prosperous that they instituted the rate cuts in order to effect net savings in the taxes paid by the integrated organizations of which they are parts. In this connection the majority report cited admissions of "several witnesses" that federal income, excess profits and Social Security taxes "partly impelled the rate reductions since 1933."

Such reductions were represented by respondents as having brought their present rates square with Examiner J. Paul Kelley's proposed-report recommendation that the charges should not exceed 65 per cent of the rates in effect December 31, 1933; and thus they urged a commission finding that their rates are reasonable. Also, they took the position that the evidence had not been directed to individual rates; and "therefore an order requiring a horizontal change in all rates of respondents would necessarily result in changing individual rates without evidence that such rates are unlawful."

The commission majority did not accept that view. It looked over the financial data and found that "the net earnings of certain respondents stand out as so great as to challenge attention, and to raise a serious question whether rates which yield such returns can be other than unreasonably high." In another place the commission had cited returns to a questionnaire which showed that "practically all of the respondents have in the period 1929 to 1938 returned in dividends to their owners all of

(*Continued on page 156*)

9 Millions Asked for ICC Expenses

President hikes the ante a bit to expand jobs in motor carrier division

The Interstate Commerce Commission would receive $9,120,250 to carry on its activities during the fiscal year 1942 if the Congress adopts the recommendation of the President which was sent to Capitol Hill on January 8 in the form of the budget for the coming fiscal year. This figure is an increase of $61,500 over the amounts appropriated for the fiscal year 1941. All of the increase was made in the commission's Motor Transport Regulation appropriation, and the budget goes on to explain that this will permit the commission to employ additional personnel for its enforcement responsibility arising out of the safety and hours of service regulations applicable to private carriers, which became effective August 1, 1940.

In the budget message which accompanied the formal budget the Chief Executive reminded the Congress of views which he has recently expressed to the effect that during this period of national emergency it seemed to him appropriate "to defer construction projects that interfere with the defense program by diverting manpower and materials." Also, he felt that it would be wise for the country to establish a reservoir of post-defense projects to help absorb labor that later will be released from the defense industries.

"With this in mind," wrote the President, "I am recommending reductions for rivers and harbors and flood-control work. Where possible, without placing the projects or the water users thereof in jeopardy, reductions are proposed in the expenditures for reclamation projects. I have requested that further contracts for the construction of public buildings outside the District of Columbia be held in abeyance for the present. On the other hand, I have recommended funds for power and other projects considered essential to the national defense."

"Projects under construction, or on which bids have been solicited, will go forward to completion. Throughout the federal service other projects are being deferred until a more appropriate time. However, surveys and the planning of new projects will go forward so that construction can be resumed without delay. This will produce a long list of public work projects, apart from defense construction, arranged according to priorities. Such a list could be submitted to a future Congress for the appropriation of funds to put it into operation."

The breakdown of the I. C. C. estimated appropriations is set forth as follows: General administrative expenses, $2,580,940; regulating accounts, $840,000; safety of employees, $506,000; safety signal systems, $126,810; locomotive inspection, $475,000; valuation of property of carriers, $640,000; motor transport regulation, $3,751,500; and printing and binding, $200,000.

River Socialists Announce Further Inroads into R. R. Traffic

Commenting on the navigation phases of its activities, the Tennessee Valley Authority in its annual report points out that during the period ending June 30, 1940, projects were completed which provide a six-foot minimum depth channel in the Tennessee river for 465 miles from Paducah, Ky., to Chattanooga. The annual report goes on to say that a nine-foot navigation channel all the way to Knoxville, Tenn.—650 miles—is expected to be completed in 1945. Commercial traffic on the Tennessee river has increased from 22,482,000 ton-miles in 1933 to 70,700,000 ton-miles in the calendar year 1939, the report adds.

The 1942 estimates for the National Mediation Board, including the National Railroad Adjustment Board, total $383,900, an increase of $16,000 over the appropriations for 1941. This increase, it is explained, is represented by two additional clerical positions for the National Mediation Board, additional compensation for referees for the National Railroad Adjustment Board, and by two clerical positions, offset by a decrease in the amount provided for printing.

The budget also reveals that the estimate of $3,114,094 for the general expenses of the Railroad Retirement Board for the administration of the Railroad Retirement Act is $626,094 more than the amount appropriated in 1941. The largest net increase, $523,958, is for salaries, accounted for by a $542,468 increase for the prior service records project authorized by the act of October 9, 1940, and a reduction of $18,510 for regular work. A net increase of $102,136 is for other expenses, composed of $32,719 for the prior service records project, $1,528 for transfer to the Treasury, $118,261 for rents, and reductions in travel of $50,102 and fees of $270.

For printing and binding, says the budget, the estimate of $55,676 is an increase of $7,676 over the appropriation for 1941, almost entirely due to the prior service records project. For the railroad retirement appropriated account, the estimate of $140,850,000 is an increase of $18,250,000 over the 1941 appropriation.

For the railroad unemployment insurance administration fund, according to the Bureau of the Budget, the estimate of $6,750,000 represents (1) an estimate of 10 per cent of contributions under the Railroad Unemployment Insurance Act, and (2) an estimate of balances of amounts collected on account of railroad employees under title IX of the Social Security Act, and transferred to this appropriation.

Included in the Federal Works Agency, Public Roads Administration's federal-aid highway estimate is an item of $10,000,000, of which $5,000,000 was authorized to be appropriated for the fiscal year 1940, and a like amount for the fiscal year 1941, for the elimination of grade crossings. This $10,000,000 1942 estimated figure compares with 1941 appropriation of $25,000,000.

Holiday Traffic Shows Big Gain

Soldiers and grounded air liners boost travel into big city areas

Gains as high as 50 per cent over last year were experienced by roads entering Chicago and New York in passenger traffic during the Christmas and New Year's holiday season just passed. About one-half of the increase may be attributed to a heavy volume of enlisted men, who were granted 10-day furloughs by the Army and Navy and took advantage of the special low one-cent rate offered them by the carriers. The other half is probably the result of increased industrial activity and employment, extraordinary travel of students home for the holidays, and, in the East, a special reduction in round-trip first-class fares to 2.5 cents per mile and cancellation of practically all air transport flights on the Eastern seaboard for a number of days due to fog conditions. Also be it remembered that the basic coach fare in Trunk Line and Central Passenger is now 2 cents as compared with 2.5 cents in the 1939-1940 period.

The holiday periods of the two years cannot properly be compared on a day-to-day basis, inasmuch as Christmas and New Year's day fell on week-ends last year, while they occurred in the middle of the weeks this year. Consequently traffic during the former showed heavy peaks on the week ends with a "dead-spot" between, while this year the curves were smoothed out and the volume was heavy practically every day between December 19 and January 6.

Florida traffic from Chicago, stimulated by the new streamlined trains placed in service on December 17, 18 and 19, was unusually heavy, the new trains carrying capacity loads every day since their inauguration. The Illinois Central, which reported a four per cent increase in suburban traffic and a 50 per cent increase in all other travel, experienced a 100 per cent increase in traffic to Florida and New Orleans, La.

The Chicago, Milwaukee, St. Paul & Pacific experienced heavier travel but, due to larger motive power added since last year, was not called upon to operate as many extra sections. On December 22, the rush on the Hiawatha was so great that passengers were standing in the aisles of the 13 cars when the train left the Union Station at Chicago. The train was stopped at Western avenue where two more cars were added. On the following day, the Hiawatha also operated with 15 cars.

Passenger traffic on the Chicago & North Western was also heavy, the road experiencing a 13 per cent increase in travel as early as the third week in December. This increase became greater during the following week with the result that 26 extra sections were operated between December 20 and December 27. During this period the "400" required 16 extra sections, while other trains such as the Ash-

(*Continued on page 155*)

Congress Gets Transport Bills

One measure would put oil cos. out of hauling business, another hits Jim Crow

Following immediately after the closing of the last session of the Seventy-sixth Congress, the first session of the Seventy-seventh opened in Washington, D. C., on January 3. Although the keynote of the session will undoubtedly be national defense several members of the House included some 16 transportation bills among over a thousand that were introduced in that chamber during the initial meeting. The President's State-of-the-nation message was read in person by the Chief Executive on January 6, but it was devoted almost entirely to the foreign situation and national defense and made no mention of transportation.

Included in the most important prospective pieces of legislation were three identical bills introduced in the Senate by Senator Gillette, Democrat of Iowa, and in the House by Representative Harrington, Democrat of Iowa. The first of the measures, S. 170 and H. R. 1402, would divorce the business of producing, refining, and transporting of petroleum products from that of marketing such products; the second, S. 171 and H. R. 1401, would prohibit producers, refiners, and marketers of petroleum products from operating tankers and barges; and the third, S. 172 and H. R. 1393, would prohibit interstate common-carrier pipe lines from transporting commodities in which such carriers have any interest.

Other important bills include H. R. 9, a bill by Representative Beam, Democrat of Illinois, which would prohibit false transportation charges in connection with the sale of motor vehicles; and H. R. 112, a bill by Representative Mitchell, Democrat colored congressman from Illinois, which would prohibit the segregation of interstate passengers on account of race, color, or religion. (Congressman Mitchell has a case pending in the United States Supreme Court in which he is suing to try to force the southern roads to provide first class Pullman accommodations for colored people equal to those furnished white passengers.)

Transportation bills introduced in the Senate during the first two days include S. 2, a bill to provide for adequate lighting facilities of cabooses; S. 16, providing for the punishment of persons transporting stolen animals in interstate commerce (a similar bill passed both houses during the last Congress but was vetoed by the President); S. 107, to authorize negotiations for the construction and maintenance of an interoceanic canal over Nicaraguan territory; S. 108, to amend section 1 (b) of the Railroad Retirement Act; S. 118, a super-highway bill which would provide for the formulation of a plan for the construction of certain through highways in the United States; and S. 124, to authorize the use of Tennessee Valley Authority funds for the alteration, reconstruction, or relocation of certain highway and railroad bridges;

Among the new bills offered on the House side were H. R. 98, a bill which would authorize the Secretary of Agriculture to set up standards and regulations for the transportation of milk in glass or metal containers; H. R. 169, similar to a bill last session which would exempt certain vessels from Panama Canal tolls if the Secretaries of War or the Navy certified that they could be speedily converted into naval or military auxiliaries; H. R. 548, a "seeing-eye dog bill which would permit these animals to ride free with their blind owners;

Also, H. R. 956, amending the Railroad Retirement Act of 1937 so as to provide for the payment of benefits with respect to the month in which an annuitant or pensioner dies; H. R. 996, a bill to grant retirement benefits to employees of railroad carriers who were forced out of service due to "unfair" labor practices of their employers; H. R. 1105, a bill extending pension benefits under the Railroad Retirement Act to certain employees for service rendered outside of the United States and to increase the amount of pension payable under the act; H. R. 1108, providing for the survey with preliminary estimates of cost for the proposed construction of railroad and automobile tunnels across the Potomac River in Washington, D. C. (a similar measure was offered last session); House Resolution 18, which would set up a special committee of five members of the House to conduct an immediate investigation into the causes of the three major airline accidents resulting in death to passengers which have occurred since the effective date of Reorganization Plan IV;

Also, H. R. 1400, authorizing the completion of the construction of the Atlantic-Gulf Ship Canal across Florida; H. R. 1415, a bill to amend the Railroad Retirement Act to provide annuities for individuals who are totally and permanently disabled and have completed 20 years of service; and H. R. 1428, a measure to promote safety in the operation of motor vehicles on the highways of the United States.

Transfer Water-Carrier Tariffs to I. C. C.

Tentative instructions "to effect an orderly transfer" of water-carrier tariffs and schedules from the United States Maritime Commission to the Interstate Commerce Commission have been prepared by the I. C. C. Bureau of Traffic and submitted to interested carriers and publishing agents for comments and suggestions. The proposed instructions are brief; for, as I. C. C. Secretary Bartel points out in his accompanying notice, "there is no present intention of prescribing at this time new rules or regulations to govern the construction, filing and posting of tariffs and schedules applicable to traffic now subject to the jurisdiction of the United States Maritime Commission."

After the comments of interested parties have been received, the Bureau of Traffic will recommend a set of tariff-transfer instructions to the commission for adoption.

Rigid Forwarder Control Planned

Reed bill would regulate the middlemen, but deny them common carrier rank

Freight forwarders would be denied the status of common carriers under the Interstate Commerce Act but would be regulated by the Interstate Commerce Commission in their relationships with their customers and with the carriers whose services they utilize under the provisions of S. 210, introduced in the Senate on January 8 by Chairman Wheeler of the Senate committee on interstate commerce and Senator Reed, Republican of Kansas. Among other things the bill, which is proposed as a Part IV to the Interstate Commerce Act, would make it lawful, with the approval and authorization of the commission, for a carrier subject to the Act to acquire control of one or more freight forwarding companies; but seemingly the forwarder operations would have to be kept separate from operations of the parent carrier, because another provision would make it unlawful from and after January 1, 1942, "for any officer or employee of any carrier subject to Parts I, II or III of this act or any person using the facilities or services of a freight forwarder, to own, lease, operate, control, or have any pecuniary interest whatsoever, either directly or indirectly, in any such forwarder."

Also, there are provisions forbidding forwarders from entering joint-trade arrangements with any carrier subject to the Act; restricting them to the use of services of common carriers and requiring them to pay the published rates of such carriers; and prohibiting the publication by a forwarder of a rate "with respect to any transportation subject to this part which is lower than the lowest rate published by any carrier or carriers subject to this act whose facilities are used for the handling of such transportation." All provisions would be effective as of the enactment date, although the commission would be authorized to postpone the effective date of any provision, but not beyond July 1.

Senator Reed to whom Chairman Wheeler has left most of the interstate commerce committee's work with respect to forwarders is understood to feel that the present bill is the fairest that could be evolved, all interests considered. He does not think that hearings should be necessary—in view of last session's extensive hearings on forwarder bills and on Senate Resolution 146 which called for the Senate interstate commerce committee investigation of railroad methods of handling l.c.l. forwarder and express traffic. Any additional presentations, he believes, could be submitted to the committee in writing.

The bill's definitions define the term "freight forwarder" as meaning "any person other than a carrier subject to Parts I, II, and III of this Act, who in the performance or discharge of any undertaking to transport property in interstate or foreign commerce for compensation util-

izes or employs the instrumentalities or services of any carrier subject to Parts I, II or III of this Act, or any combination thereof, and who may, in connection therewith, undertake, perform, or cause to be performed under his direction and control collection, delivery, or transfer services within terminal areas." It is made the duty of forwarders to maintain just, reasonable, non-discriminatory and non-prejudicial rates and classifications. Also, there is a long-and-short-haul clause similar to that applying to railroads.

Tariffs of forwarders would have to show the carriers whose services or facilities are utilized; they must be published on 30 days' notice and may be suspended by the commission for a period up to seven months. The suspension provision would not apply to initial tariffs or tariffs filed prior to January 1, 1942. The rate-making rule follows the pattern of that applying to railroads. Forwarders would be required to obtain certificates of public convenience and necessity, but a "grandfather" clause would qualify those engaged in forwarding operations on July 20, 1937, and so engaged since that time. As indicated at the outset, the commission would get authority over forwarder consolidations, unifications, mergers and acquisitions of control; also over accounts, record and reports.

The section dealing with the utilization of services of common carriers reads as follows: "It shall be lawful for freight forwarders to employ or utilize the instrumentalities or services of common carriers by railroad, common carriers by water, and common carriers by motor vehicle subject to this act, but not of any other carriers, and only at such rates or charges and under such other terms and conditions as are maintained in tariffs of such common carriers filed with the commission under this act, and such rates and charges or other terms and conditions shall be subject to the provisions of said respective Acts; *Provided, however,* That nothing in this Act shall be so construed or applied as to give any freight forwarder the status of common carrier under this Act."

Remaining sections deal with collection of rates and charges, notices, orders and services of process, enforcement and procedure, and unlawful acts and penalties.

Advertising Agents to Meet at Chicago

The American Association of Railway Advertising Agents will hold its annual meeting at the Union League Club, Chicago, on January 17 and 18.

New Edition of Accounting Classification

The Finance, Accounting, Taxation and Valuation Department of the Association of American Railroads has made arrangements to place in stock "a limited supply" of a new edition of the volume containing the Interstate Commerce Commission's accounting classifications for steam railroads, according to a January 6 announcement from A. A. R. Vice-President E. H. Bunnell. The price of 25 cents per copy will be continued for the new edition which will be available about January 15; revised to January 1, it will include all orders and amendments issued since January 1, 1936.

President Signs "Deficit Bill"

President Roosevelt on January 7 approved the so-called "deficit bill" which adjusts the basis for settlements of certain short-line claims growing out of the federal control period. The purpose and provisions of the measure, which was passed by the last Congress as H.R. 10098, were set forth in the *Railway Age* of December 28, 1940, page 997.

I. C. C. and Maritime Commission Hold Joint Hearing

Because of the discontinuance of services by Coastwise Gulf water carriers, the Maritime Commission held an informal conference of rail lines serving the Gulf ports and the Gulf Coastwise carriers on January 8 in Washington, D. C., to consider the question of reaching a solution which will permit the continuance of service by the water carriers. The Interstate Commerce Commission was represented by its chairman, Joseph B. Eastman.

The Clyde-Mallory Lines have decided to discontinue their service from Boston to the Gulf ports because of the lack of revenues. At the same time other major carriers serving these ports have also decided to suspend service, taking the position that operating costs are too high and freight rates are too low. The conference was an informal one and no announcement was made of the action, if any, that was taken.

Mexican Workers' Administration Abolished

A de-centralized institution-administration was established on the National Railways of Mexico on January 1 to replace the Workers' Administration following passage of a bill by the House of Representatives of Mexico on December 24 and the Senate on December 26. In addition to abolishing the Workers' Administration the House and Senate passed the following resolutions:

1. Complete and immediate reorganization in the interest of national economy. 2. This reorganization should include all phases of the industry. 3. A revision of regulations of the operation of mail and express services. 4. A scientific revision of tariffs to secure a lower cost of living. 5. Stoppage of abuses in the use of government rates on shipments to de-centralized government institutions. 6. Punishment of officers of the Federal Board of Conciliation and Arbitration, who have habitually condemned the railroads without consideration. 7. Acquisition by the government of the lines now under the Administration. 8. That the Union of Railroad Workers constitute a supervisory committee, as regards general function and administration of the National lines. 9. That the government allot the necessary funds for the reorganization of the lines, providing the major part from the 10 per cent tax on gross receipts.

Representation of Employees

Results of recent elections in representation-of-employees cases have been announced by the National Mediation Board. The case involving the largest number of employees—2,699—was the dispute as to what organization might represent the clerical, office, station and warehouse employees of the Norfolk & Western; and the election was won by the Brotherhood of Railway Clerks, which polled 1,279 votes as compared with 1,143 cast for the Association of Railway Clerks and Associated Employees of the N. & W. Railway.

Organizations operating through the Railway Employees Department, American Federation of Labor, won by 303 to 121 over the Association of Maintenance of Equipment Employees of the Lehigh Valley Railroad Company in a dispute as to which organization might represent L. V. boilermakers, blacksmiths, sheet metal workers and their helpers and apprentices. Another Lehigh Valley case was that involving the representation of "red caps"; that election was won by the United Transport Service Employees of America.

Meanwhile, hump motor car operators employed by the Pennsylvania have decided to be represented by the Brotherhood of Railroad Trainmen, while the Order of

Experiment with Radio in Freight Classification

The annual report of the Federal Communications Commission for the last fiscal year reveals that it granted an experimental authorization to the General Railway Signal Company of Proviso, Ill., for the purpose of investigating the possible application of radio to rail transportation. It is explained that the proposed service provides a radio telephone communication link between the central control tower of a railway classification yard and the locomotives which are used in the switching operation.

The report goes on to say that the messages to be transmitted over these stations will consist of orders relative to the classifying or sorting process that is required at certain strategic points in moving freight between different sections of the country.

"From information received by the commission," concludes this section of the annual report, "it appears that these classification yards form a bottleneck in the present transportation system, and a large percentage of time required for the shipment of freight is lost at that point. With the use of radio it is hoped to effect a coordinated managerial control from the central tower which should expedite the sorting processes and greatly facilitate the smooth flow of traffic through the various sections of the yard. Whether stations of this class can be authorized on a regular basis will depend on the results of experimentation."

Railway Conductors beat the B. of R. T., 41 to 26, for the right to represent yard conductors and yard brakemen of the Indianapolis Union.

Train Consist: Eight Diners, Three Coaches

Eight diners and three coaches comprised an unusual special train operated by the New York, New Haven & Hartford on January 6 to carry 350 Rex Cole electrical appliance dealers from New York to Bridgeport, Conn., and return. The special carried its party direct to the siding of the General Electric works several miles outside of the city. To furnish breakfast and dinner simultaneously to the party, 56 waiters, 32 cooks, 8 stewards, 8 hostesses, 1 traveling chef, and two supervisors were assigned to the "restaurant on wheels."

Motor Transportation of Explosives and Other Dangerous Articles

The Interstate Commerce Commission, Division 3, has issued a third supplemental report in Ex Parte No. MC-13, modifying in certain respects its regulations governing the transportation of explosives and other dangerous articles by motor vehicle. The revisions are designed in the main to bring these regulations applicable to motor carriers into uniformity with the general revision of rules for the transportation of explosives, recently prescribed in No. 3666, as noted in the *Railway Age* of December 14, 1940, page 912. Like the latter, the Ex Parte No. MC-13 revisions became effective January 7.

R. C. C. Distribution

The Railroad Credit Corporation on January 31 will make a liquidating distribution of three per cent of the Fund as of December 31, 1940, amounting to $2,203,829.41, according to a January 8 statement from R. C. C. President E. G. Buckland. Of this amount $1,887,018.87 will be paid in cash and $316,810.54 will be credited on carrier's indebtedness to the Corporation.

This will bring the total amount distributed to $60,238,003.63, or 82 per cent of the original Fund contributed by carriers participating in the Marshalling and Distributing Plan, 1931. Of this total, $32,439,008.90 will have been returned in cash and $27,798,914.73 in credits.

A. S. C. E. to Honor Two Prominent Railroad Men

During the 88th annual meeting of the American Society of Civil Engineers at New York on January 15 to 17 inclusive, two prominent railroad men will be honored by that society.

On January 15 the John Fritz medal will be presented to Ralph Budd, transportation member of the National Defense Advisory Commission and president of the Chicago, Burlington & Quincy. The John Fritz medal, one of the highest awards of the A. S. C. E., was established by the professional associates of the late John Fritz of Bethlehem, Pa., on August 21, 1902, his eightieth birthday, to perpetuate memory of his achievements in industrial progress. It is awarded for notable scientific and industrial achievement. Others who have received this medal in previous years include such notables as Lord Kelvin, George Westinghouse, Alexander Graham Bell, Thomas Alva Edison, George W. Goethals, Orville Wright, Guglielmo Marconi, John F. Stevens and Herbert Hoover.

Also on January 15 honorary membership will be conferred on Frank G. Jonah, chief engineer of the St. Louis-San Francisco. Mr. Jonah, has had a notable railway engineering career in Canada, the United States and during the first world war in France.

F. M. Whyte Dies

Frederic Methven Whyte, who was for many years general mechanical engineer of the New York Central, died on January 2 at Tarrytown (N. Y.) hospital, after a brief illness, at the age of 75 years. Mr. Whyte was born on March 3, 1865, and was graduated from Franklin Academy in 1884 and Sibley College, Cornell University, in 1889. He entered railway service on May 1, 1889, as draftsman in the motive power department of the Lake Shore & Michigan Southern (now New York Central), serving in that capacity until January, 1890, when he went with the Baltimore & Ohio and was employed in the testing department and drawing room at Baltimore, Md., until February 1, 1892. Mr. Whyte was engaged in special testing work for the Mexican Central railway at Mexico City from February to June, 1892, and in general railroad engineering in Chicago from June, 1892, to December, 1894, chiefly with the South Side Elevated road, and in railway newspaper work. He was draftsman for the Northwestern Elevated road at Chicago from July, 1895, to September, 1896, when he became consulting engineer at Chicago. Mr. Whyte served as mechanical engineer for the Chicago & North Western and secretary of the Western Railway Club from July 1, 1897, to August 10, 1899, then becoming mechanical engineer for the New York Central & Hudson River (now New York Central). From November 1, 1904, to 1910 he was general mechanical engineer for the same road, the Lake Shore & Michigan Southern, the Boston & Albany, the Lake Erie & Western, and the Indiana, Illinois & Iowa. From September 15, 1905, to 1910, Mr. Whyte was also general mechanical engineer of the Rutland. On November 1, 1911, he went with Hutchins Car Roofing Company as vice-president. In 1921 Mr. Whyte was the only American member of the Uniform Gage Commission, appointed by the Australian government to work out a system of unification of railroad gages in Australia. An article on this subject was written by Mr. Whyte for the *Railway Age* of January 7, 1922, page 107. He retired five years ago.

N. Y. R. R. Club to Hear Talk on Combat Tank Construction

"Building Combat Tanks for the United States Army" is the topic of an address to be delivered before the New York Railroad Club in the Engineering Societies building, New York, on Thursday, January 16 at 7:45 p. m., by F. A. Stevenson, vice-president (operations) American Car & Foundry Co. Containing facts which obviously are little known publicly because of their intimate connection with national defense, the talk will describe the trans-

George S. Fanning, A. R. E. A. President, Dies

George Stokes Fanning, chief engineer of the Erie and president of the American Railway Engineering Association, died of coronary thrombosis on January 2 at Cleveland, Ohio. Mr. Fanning, the first president of this association to die in office, has been active in its affairs for many years, having served as committee chairman, vice-president and a member of the Board of Direction previous to his election as president of that association in March, 1940.

George S. Fanning

Mr. Fanning was born at Detroit, Mich., on April 25, 1885, and graduated in civil engineering from the University of Michigan in 1906. He entered railroad service the same year as a rodman on the Michigan Central and the following year became an instrumentman for the Detroit River Tunnel Company (a subsidiary of the Michigan Central), later being promoted to assistant engineer. In 1910 Mr. Fanning went with the Algoma Central & Hudson Bay as a resident engineer and in 1913 he became a resident engineer on the Erie at Meadville, Pa. In January, 1914, he was appointed estimating engineer at New York and in May, 1916, he was promoted to chief draftsman. On June 1, 1918, he was advanced to assistant to the chief engineer and on March 1, 1920, he was made office engineer. Mr. Fanning was further advanced to principal assistant engineer on May 1, 1925, to assistant chief engineer on February 15, 1927, and to chief engineer, with headquarters at New York, on June 16, 1929. His headquarters were later transferred to Cleveland.

formation of a section of a peace time car-building plant into an ordnance industry to construct combat tanks having a speed of 40 to 60 m. p. h. Stereopticon slides will illustrate the talk. It will be followed by a stage entertainment and buffet.

November Accident Statistics

The Interstate Commerce Commission on January 7 made public its Bureau of Statistics' preliminary summary of steam railway accidents for November, 1940, and last year's first 11 months. The tabulation, which is subject to revision, follows:

	Month of November		11 mos. ended with November	
	1940	1939	1940	1939
Number of train accidents	694	571	6,403	5,493
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	142	144	1,906	2,165
Injured	123	137	1,915	2,167
Passengers on trains:				
(a) In train accidents*				
Killed	...	...	66	13
Injured	30	31	788	671
(b) In train-service accidents				
Killed	1	1	7	11
Injured	149	159	1,544	1,563
Travelers not on trains:				
Killed	...	1	4	10
Injured	67	74	741	745
Employees on duty:				
Killed	53	50	483	462
Injured	1,585	1,581	16,245	15,418
All other nontrespassers:†				
Killed	186	157	1,748	1,356
Injured	682	584	5,528	4,886
Total—All classes of persons:				
Killed	382	353	4,214	4,017
Injured	2,636	2,566	26,761	25,450

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than $150 to railway property.

† Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers,* were as follows:

Persons:				
Killed	178	139	1,592	1,236
Injured	554	444	4,036	3,464

Railway Contract Trucker Gets Common Carrier Certificate

Crooks Terminal Warehouses, Inc., operator under contract of a St. Joseph, Mo.,-Kansas City highway freight service for the Chicago, Rock Island & Pacific, has been granted a common-carrier certificate for the route under the Motor Carrier Act's "grandfather" clause. Meanwhile, the decision, by the Interstate Commerce Commission's Division 3, denied the Rock Island's application for "grandfather" rights on the basis of the same operation.

The warehouse took the position that it should be granted the authority as a contract carrier; but the commission adhered to previous decisions wherein it found that "where transportation begins and ends in common carrier service all the transportation is that of common carriage."

Central Greyhound Can't Pay Parent in Stock

The Interstate Commerce Commission has denied the application of Central Greyhound Lines, affiliate of the New York Central, for authority to issue $950,000 of six per cent cumulative preferred stock to the Greyhound Corporation in repayment of advances on open account.

Leading up to its adverse finding, the commission said: "Rather than to capitalize this debt, in our opinion Greyhound should more properly write off the amount of the advances up to the amount of dividends received (on presently-held Central Greyhound stock). The procedure here followed illustrates one of the dangers inherent in the holding company system. It is easy to visualize the results if such procedure be continued for any considerable time."

World's First "Tube" Railway Celebrates Its Jubilee

The City & South London, the world's first tube railway, celebrated its jubilee in December. It is fifty years since Edward VII, then Prince of Wales, dedicated this pioneer application of shield-constructed deep-level tunnel running south three miles from the "City" of London under the Thames river. Today it is operated by the London Passenger Transport Board which operates over 200 route miles of rapid transit lines. The line was made possible because James Henry Greathead devised a means of boring through the blue London clay with a shield, which, as it was pushed forward, was followed by cast-iron segments forming the tube.

The City & South London was not the world's first subway, however. This honor goes to the so-called "District Line" of London which was opened in 1868 with half-pint steam locomotives as motive power. The cut-and-cover method—familiar to New York's subway builders—was used to build this "shallow" subway.

First-Quarter Carloading Estimates of Shippers' Boards

Freight car loadings in the first quarter of 1941 are expected to be about 9.5 per cent above actual loadings in the same quarter in 1940, according to estimates of the 13 Shippers' Advisory Boards which were noted briefly in the *Railway Age* of January 4, page 123.

The tabulation below shows actual carloadings for each district in the first quarter of 1940, the estimated loadings for the first quarter of 1941, and the percentage of increase.

Shippers' Advisory Boards	Actual loadings first quarter 1940	Estimated loadings first quarter 1941	Per Cent Increase
New England	115,795	122,296	5.6
Atlantic States	556,834	615,237	10.5
Allegheny	794,785	939,318	18.2
Ohio Valley	670,159	685,572	2.3
Southeast	571,509	634,671	11.1
Great Lakes	350,315	390,099	11.4
Central Western	185,157	202,828	9.5
Mid-West	762,552	825,321	8.2
Northwest	154,526	160,776	4.0
Trans-Missouri-Kansas	255,653	269,335	5.4
Southwest	305,209	324,682	6.4
Pacific Coast	204,353	215,934	5.7
Pacific Northwest	162,973	186,037	14.2
Total	5,089,820	5,572,106	9.5

The 13 Boards expect an increase in the first quarter of 1941, compared with the same period one year ago, in the loading of all of the 29 commodities except five. Among those showing the greatest increase are the following: Iron and steel, 34.9 per cent; brick and clay products, 30 per cent; machinery and boilers, 27.9 per cent; gravel, sand and stone, 22.9 per cent; lumber and forest products, 19.8 per cent; ore and concentrates, 16.4 per cent; chemicals and explosives, 16.2 per cent; automobiles, trucks and parts, 15.7 per cent; cement, 14.4 per cent; lime and plaster, 14 per cent; agricultural implements and vehicles other than automobiles, 13.4 per cent; paper, paper board and prepared roofing, 8.7 per cent; potatoes, 8.6 per cent; canned goods, 6.9 per cent; petroleum and petroleum products, 4.6 per cent; and coal and coke, 4.4 per cent.

The five commodities for which decreases are estimated and the percentage follow: Citrus fruits, 6 per cent; cotton, 3.2 per cent; livestock, 0.6 per cent; poultry and dairy products, 0.4 per cent; and salt, 0.2 per cent.

New Records in Scrap

Consumption of iron and steel scrap soared to a record height in 1940 at approximately 41,000,000 gross tons, according to the Institute of Scrap Iron & Steel. This was an increase of 26 per cent over the 32,434,000 tons melted in 1939 and exceeded the previous record year of 1937, when consumption totaled 38,006,000 tons. It compared with the world war peak of 26,800,000 tons, in 1917. Exportation of scrap was only 2,800,000 tons, compared to 3,551,000 tons in 1939 and 4,092,000 tons in 1937.

Of the 31,000,000 tons of scrap consumed in 1940, approximately 19,000,000 tons was supplied by dealers while 22,000,000 tons was scrap available as a by-product in steel mills from the manufacturing process. Of the scrap made available by dealers, it was estimated that 5,000,000 tons was the by-product of converting steel into consumer goods, 3,500,000 to 4,000,000 tons was marketed by the railroads and 2,500,-000 to 3,000,000 tons came from the wrecking of old automobiles, while the remainder came from buildings, bridges, manufacturing equipment, and maintenance.

Grain-Rate Complaints Dismissed

Dismissing a complaint of the Nebraska-Colorado Grain Producers Association, the Interstate Commerce Commission in a report by Commissioner Miller has found that carload rates on grain and grain products from points on the Union Pacific, Barton, Nebr., west to and including Smeed, and from points in Colorado on that line and the line of the Chicago, Burlington & Quincy, namely, Brush and Keota, Colo., and east thereof to Omaha, Nebr., and Council Bluffs, Iowa, are not unreasonable or otherwise unlawful. The same decision also dismisses a complaint of the Board of Trade of Kansas City, Mo., with a like finding as to rates on the same kind of traffic from the same origins in Colorado and Nebraska, and also from additional points on the U. P. in Nebraska, east of Barton to Kearney, inclusive, to St. Joseph, Mo., to Kansas City, Mo.-Kans.

"It is plain from the foregoing," said the majority report in leading up to its findings, "that the assailed rates are but a small part of a very much larger interrelated and highly competitive rate structure which was prescribed by us in the

Grain case, on a record in which the rights of all of these parties were fully considered. Material changes in that structure, such as are proposed here, should be made only on a record which clearly warrants such action." Commissioner Splawn dissented, it being his view that the complainants had established that the assailed rates are unreasonable. As he interpreted the majority report, one of the chief reasons for its findings of unreasonableness was the likelihood that similar reductions would have to be extended to additional points. "The majority has, I believe, fallen into error in declining for such a reason to accord complainants the rates they have shown on this record to be just and reasonable," Commissioner Splawn concluded. Commissioner Aitchison agreed with him, while dissents of Chairman Eastman and Commissioner Porter were noted. The title case was docketed as No. 28395, and the report also embraced No. 28419.

Roads Apply for Certificates to Amortize Equipment in 5 Years

The Southern and the B. & O. were among 331 companies which, up to January 8, had applied to the War Department for certification for special tax privileges under section 124 of the Second Revenue Act of 1940. The "certificate of necessity" such as is sought by the Southern and B. & O. attests that additions to facilities are "necessary in the interests of national defense during the emergency period," and is a prerequisite to taking advantage of the revenue act's provisions permitting amortization of added facilities over a five-year period. It was stated at offices of the Southern that its application was based on recently-ordered equipment, mainly freight cars but including some motive power.

Under the law all "necessity certificates" must be issued before February 5, or before the beginning of construction or the date of acquisition of the emergency facility, whichever is later. However, on December 11, the National Defense Advisory Commission advised that all applications should be in by January 7 in order to insure their being acted upon by the February 5 deadline, but applications received after January 7 will be considered if time permits.

Urges Scrap Price Cut—Or Else

Voluntary reduction of "at least several dollars per ton" on future sales of iron and steel scrap has been urged on the industry by the Price Stabilization Division of the National Defense Advisory Commission, it was announced on January 7 by Commissioner Leon Henderson. Unless voluntary action is successful, "drastic steps looking towards control will be recommended," Mr. Henderson stated.

The suggested price reduction was placed before a meeting yesterday attended by representatives of the iron and steel scrap industry, including brokers, dealers and collectors, with members of the Price Stabilization Division.

Representatives of the trade, said the Defense Commission's announcement, "agreed with government authorities that current prices on scrap are several dollars per ton higher than is necessary to bring out the tonnage required to support present capacity operations of the steel industry. The ultimate objective of the price reduction requested is to bring the market to a level not to exceed twenty dollars per ton for No. 1 heavy melting steel scrap at Pittsburgh."

Those present at the conference "agreed that although requirements for scrap are at a record level, the supply will be adequate to meet all needs, provided available material is released for consumption. Scrap trade authorities also agreed that a reduction in prices will thaw out frozen supplies."

The meeting with representatives of the scrap trade was the second since October, and followed a conference two weeks earlier with steel mill purchasing officials for whom scrap is the outstanding raw material purchased on the open market.

New York Gets $5,000,000 Union Air Terminal

A new $5,000,000 "union station" for motor coaches connecting with 250 air flights daily—the first in the country—was scheduled to be opened in New York on January 9. Located on Forty-second street directly opposite Grand Central terminal, the station is of an "off-line" type, comparable in railroad practice to the New York terminals for Baltimore & Ohio train connection buses or the San Francisco (Cal.) bus terminal of the Atchison, Topeka & Santa Fe. Between this terminal and La Guardia airport—a run of approximately 30 min.—special motor coaches seating from 8 to 10 passengers will carry air travelers to and from their planes.

Designed to eliminate friction between out-going and in-coming passengers, the terminal is planned to meet the peculiar needs of air transportation. Immediately upon passing through the entrance, for example, patrons will hand over all baggage to be "weighed in" and will be met by a special attendant who will inform each of the weight of his baggage and the departure of his plane connection coach. The latter vehicles enter the terminal by a basement ramp and are elevated to concourse level by a device known as the "levelator," of which six are installed in the building. The terminal is reported to have an outbound passenger capacity of 600 (72 coaches) per hour.

The new station is operated jointly by 6 air line companies—American, Eastern, Canadian Colonial, Pan American, Transcontinental & Eastern and United air lines.

December Employment 1.58 Per Cent Above Previous Year

Railroad employment decreased another 1.81 per cent—from 1,043,733 to 1,024,806—during the one-month period from mid-November until mid-December, but the December total was 1.58 per cent above that of December, 1939, according to the Interstate Commerce Commission's compilation based on preliminary reports. The index number, based on the 1923-1925 average and adjusted for seasonal variation, stood at 58.8 for December as compared with November's 58 and December, 1939's 57.9. Based on the 1935-1939 monthly average as 100 the seasonally-adjusted December index was 103 as compared with 101.6 for November and 101.4 for December, 1939.

The decline under November was accounted for entirely by the 10.85 per cent drop in the number of maintenance of way and structures employees, December employment in all other groups being up slightly from the previous month. Likewise December employment in all groups save maintenance of way and structures (down 0.27 per cent) was above that of December, 1939, the largest increase being the 3.51 per cent rise in the number of train and engine service employees.

November Locomotive Shipments at Three-Year High

Builders in the United States shipped more railroad locomotives in November than in any other month during the last three years, the Department of Commerce's Census Bureau reported on January 6. The back-log of unfilled orders was also at a three-year high.

November shipments numbered 86 locomotives, all but 13 of them being for domestic use. Diesel-electric locomotives accounted for 49 of the November shipments, compared with 35 steam, and two of other types.

At the end of November manufacturers had a back-log of unfilled orders for 284 locomotives, which was the largest reported during the last three years. The next highest number of unfilled orders was reported in August, 1940, when manufacturers held orders for 277. Of the 284 locomotives on order in November, 41 were to be shipped to foreign markets.

A total of 518 locomotives was shipped during the first 11 months of 1940. This figure is larger than the 356 shipped during the entire year of 1939 and is almost double the 1938 figure of 261.

A. R. E. A. Nominates Officers

The Nominating committee of the American Railway Engineering Association has submitted the following names which will appear on the ballot for officers to be mailed to members about February 1: President, F. L. C. Bond, vice-president and general manager, Central region, Canadian National Railways, Toronto, Ont.; vice-president, W. F. Cummings, chief engineer, Boston & Maine, Boston, Mass.; directors (three to be elected), J. F. Pringle, general superintendent, Canadian National Railways, Toronto, Ont.; F. S. Schwinn, assistant chief engineer, Missouri Pacific Lines, Houston, Tex.; R. R. Cummins, general manager, Central of Georgia, Savannah, Ga.; H. A. Aalberg, assistant chief engineer, Chicago, Burlington & Quincy, Lincoln, Neb.; B. R. Kulp, chief engineer, Chicago & North Western, Chicago; L. C. Frohman, chief engineer, Florida East Coast, St. Augustine, Fla.; Elmer T. Howson, vice-president and western editor, *Railway Age,* Chicago; W. B. Irwin, assistant to vice-president, Great Northern, St. Paul, Minn.; and H. F. Brown, assistant electrical engineer, New York, New Haven & Hartford, New Haven, Conn.

Directors (five to be elected): Olive

W. Dennis, engineer of service, Baltimore & Ohio, Baltimore, Md.; M. J. J. Harrison, supervisor of scales and weighing, Pennsylvania, Altoona, Pa.; A. E. Perlman, engineer maintenance of way, Denver & Rio Grande Western, Denver, Colo.; J. A. Lahmer, senior assistant engineer, Missouri Pacific, St. Louis, Mo.; D. B. Thompson, mechanical and electrical engineer, New York Central, New York; C. H. R. Howe, cost engineer, Chesapeake & Ohio, Richmond, Va.; E. W. Caruthers, assistant engineer, Pennsylvania, Philadelphia, Pa.; A. D. Kennedy, assistant engineer, Atchison, Topeka & Santa Fe, Chicago; R. D. Garner, chief engineer, Central Vermont Railway, St. Albans, Vt.; and H. F. King, special engineer, Erie, Cleveland, Ohio.

In addition to the above names to be balloted upon, H. R. Clarke, engineer maintenance of way of the Chicago, Burlington & Quincy, Chicago, will be advanced automatically to senior vice-president.

C. & E. I. Out of Receivership

The Chicago & Eastern Illinois Railway Company on December 31 became the first of the nation's major rail carriers now in reorganization under section 77 of the Bankruptcy Act to be returned to private management. On this date Benjamin Wham, trustee, turned over all the road's properties to C. T. O'Neal, president of the new company, the Chicago & Eastern Illinois Railroad Company.

The plan of reorganization of the C. & E. I. was approved by the Interstate Commerce Commission on January 20, 1939, and confirmed by Judge Barnes on January 10, 1940. The final major steps of reorganization were approved by Judge Barnes on December 9. At that time the court authorized the transfer of the property to the new corporation and approved the forms of deed, mortgages, securities and other documents to be used in carrying out the plan of reorganization.

Ernest S. Ballard, special counsel for the debtor company and for the reorganization managers, stated that he expected to have all the steps of the reorganization finished by March, 1941. The securities which the preferred stockholders and general mortgage bondholders of the debtor company are entitled to receive under the plan or reorganization, are expected to be ready for delivery some time between January 15 and February 1, and will be listed on the New York Stock Exchange as soon as possible after their issuance.

The reorganization eliminated $23,845,300 in common stock and reduced the capitalization from approximately $85,000,000 to close to $61,000,000. Fixed interest charges were cut from $1,772,800 to approximately $485,000. To aid in carrying out the plan, the Reconstruction Finance Corporation is making a new loan of $4,933,000 to the new company, the proceeds of which will be used to pay certain obligations of the debtor company. The Reconstruction Finance Corporation will receive first mortgage bonds of the new company in the principal amount of the loan and will also receive $6,262,000 of first mortgage bonds in satisfaction of its claims against the debtor company.

Under the plan, holders of general mortgage bonds of the debtor company will receive one-half of the principal amount of their bonds in the new company's general mortgage income bonds and one-half in the new company's Class A stock plus four shares of common stock for each $1000 bond held. Since the plan takes effect as of January 1, 1937, the old general mortgage bondholders will also receive $35 in cash for each $1000 of new bonds received in exchange, that being the interest earned on those bonds for the years 1937, 1938 and 1939. The preferred stockholders of the debtor company will receive one share of new common stock for each share of preferred stock held. The common stockholders do not participate in the reorganization.

Benjamin Wham (left), Trustee for the Chicago and Eastern Illinois Railway Company, Formally Turns Over the Management of the Railroad to C. T. O'Neal, President of the Re-organized Company, the Chicago & Eastern Illinois Railroad Company

Washington Court Reverses Ruling on Minimum Petroleum Rate

The supreme court of Washington has reversed an order of the Department of Public Service fixing a minimum rate of 28½ cents a hundred pounds for petroleum products moving from points on Puget Sound and Vancouver, B. C., to inland points. A year ago the four major railroads serving this section attempted to establish a rate of 25 cents to compete with barge-truck routes but the Department prevented this action and set the minimum at 28½ cents. Later a lower court upheld the Department's order.

The supreme court ruled that the Department's order was based on "general conclusions drawn from an indefinite, uncertain, undeterminative narration of general conditions and events." It ordered the lower court to remand the proceedings to the department "for preparation of proper findings upon the record as already made, or to be further made, if required, by the department."

The railroads had contended that they were forced to lower their rates because oil companies were using barge transportation to Umatilla and Attalia and trucking their petroleum products to Inland Empire markets.

"Zephyr-Rockets" Christened

The "Zephyr-Rockets" of the Chicago, Rock Island & Pacific and the Chicago, Burlington & Quincy were christened and placed in service between the Twin Cities and St. Louis, Mo., on January 7. The Minneapolis Civic and Commerce Association and the St. Paul Association of Commerce joined with the Kiwanis Club in the dedication and christening of the southbound train at the Rock Island station in Minneapolis and held a luncheon at the Nicollet Hotel, at which addresses were made by D. W. Onan, president of the Civic and Commerce Association and Rock Island and Burlington officers. Christening of the Zephyr-Rocket at Minneapolis was done by Miss Mary Lou McDonnell, queen of the St. Paul Winter Carnival, who was accompanied by the Winter Carnival King, Joseph L. Shiely. The dedication and christening were broadcast over radio station WTCN.

At St. Louis, the St. Louis Association of Commerce co-operated and the new service was accepted by the mayor of that city. Officers of both railroads participated. The northbound train was christened at St. Louis by Miss Gladys McRee, the

St. Louis Veiled Prophet Queen. The ceremonies were broadcasted over station KWK.

A.A.R. Would Intervene in C.G.W. Reorganization Accounting Case

Asserting the interest of "all of the railroads" in the matter, the Association of American Railroads has petitioned the Interstate Commerce Commission for leave to intervene in the Ex Parte No. 138 proceeding wherein the reorganization committee for the Chicago Great Western has asked the commission to reconsider Division 1's disapproval of accounting entries designed to reflect the new set-up in the property accounts of the reorganized company. The case has been set for oral argument before the commission on January 23, and the A. A. R. petition, signed by Vice-President and General Counsel R. V. Fletcher, seeks permission to participate in such argument and to file briefs.

As noted in the *Railway Age* of November 16, 1940, page 775, the issue centers on the C. G. W. reorganization committee's effort to have the reorganized company's property accounts show a property investment based on I. C. C. valuation figures, i.e., the valuation as of 1916 plus additions and betterments since that time. The case has attracted widespread interest among accounting officers and other railway executives, discussions of it stressing the fact that a writing down of property accounts to conform with "through-the-wringer" capitalizations would result, among other things, in a substantial reduction in the book value (often used in rate cases) of the railroads as a whole or in a particular rate territory; also, it is pointed out, a distorted rate-of-return-on-investment picture might result.

The A. A. R. petition states that the Association is "in accord generally" with the views expressed in the petition filed by the C. G. W. reorganization committee. Division 1's view is that the property investment should be stated as a balancing figure to offset the par value of capital stock and funded debt and other liabilities assumed, and minus the current and other assets. "If there finally prevail the views of Division 1 as to the proper journal entries," Judge Fletcher said, "the effect will be injuriously to affect the credit of all the railroads, solvent and insolvent, to impair their earning power, to bring about a lack of uniformity in accounting methods applicable to railroads, to disrupt the accounting methods and practices now prevailing, to increase the tax burden of railroads undergoing reorganization, and otherwise to disturb and distort the accounts and practices of the railroads in a way which should be avoided if possible."

U. S. Supreme Court Decisions

Several decisions were handed down by the United States Supreme Court on January 6 which are of interest to the railroad industry. In one case of Palmer and others versus the Connecticut Railway & Lighting Company the court sustained a lower court judgment against the trustees of the New York, New Haven & Hartford for damages for the rejection of a 999-year lease in the reorganization of that company under section 77 of the Bankruptcy Act. The case had originally come before the court in January of 1939 when the lower court had held that the Connecticut company could collect only for actual damages sustained as there could be no measure of the damages for the 969-year period which was still to run. In that decision, details of which were given in the *Railway Age* of January 14, 1939, page 130, the court remanded the case to the district court and told it to assess damages for the unexpired period of the lease.

The lower court decided that damages should be awarded for only 11 years and based the yearly amount of damages on an average of the past 14 years. As a result of this computation the damages for the rejection of the lease were placed at $4,411,837.

The case was appealed to the Supreme Court and that body, in a decision by Justice Reed, approved the action of the lower court and held further that in adjudicating the landlord's claim for damages the landlord may be awarded damages to that portion of the unexpired term for which performance of the property is predictable with a fair degree of certainty. Justices Douglas and Frankfurter wrote separate dissenting opinions taking the position that the lower court had followed much too easy a process in arriving at the damages for a period of 969 years.

In another case of the Z. & F. Assets Realization Corporation versus the Secretary of State, Secretary of the Treasury, and the Lehigh Valley, the unanimous court affirmed a lower court decision which has the effect of dismissing the suit to block the payment of $50,000,000 awarded by the German-American Mixed Claims Commission, which had blamed the Black Tom Kingsland explosions in 1917 on German agents. Included in the $50,000,000 award was $9,900,322 for the Lehigh Valley, which had opposed the suit.

The court noted probable jurisdiction in the case wherein the Hudson & Manhattan is attempting to force the Interstate Commerce Commission to permit it to increase its commutation fare into New York City to 10 cents. The commission had found in an earlier decision that eight cents was a reasonable fare, but the company contends that such a fare amounts to confiscation of its property without due process of law. A special three-judge court had previously found that the commission's eight-cent decision was reasonable and that a 10-cent fare would be unreasonable.

A. A. R. Makes Survey of Idle Shop Facilities

A survey of the nation's idle railroad shops to determine what facilities might be available for the production of military supplies for national defense has been made by the Association of American Railroads and submitted to Ralph Budd, transportation member of the National Defense Advisory Commission. It is understood that certain railroads have already offered idle shop facilities for this purpose.

Officials of the Railway Labor Executives Association, which has shown considerable interest in the move to utilize idle railroad shop equipment in the rearmament program, are scheduled to meet with members of the A. A. R. on January 10 to discuss possible joint action in this respect.

Meanwhile, a detailed plan to utilize idle tool and man-power in three Virginia counties for the defense program was laid before the National Defense Advisory Commission by the Shenandoah Valley Defense Council, according to an announcement by Morris L. Cooke, attached to the staff of Sidney Hillman, Commissioner in charge of the Labor Division.

To develop the plans of revitalizing ghost-town areas and bring shutdown facilities into defense production form, representatives of Shenandoah, Augusta, and Rockingham counties in Virginia met with War, Navy, and National Defense Advisory Commission officials in Washington on January 4. D. W. Thomas, president of the Chesapeake & Western, acted as spokesman for the group who had pooled their idle facilities on a cooperative basis.

Mr. Thomas pointed out that these three Virginia counties, even though predominantly rural, have found 365 machine tools available. The survey showed that these machine tools are idle 90 per cent of the time and could be used on subcontracting work for the Army and Navy. He also said that a survey by the employment service showed that there was plenty of experienced, skilled labor ready to operate these machines. These men are not willing to leave the area to obtain defense work in the big cities because, Mr. Thomas explained, when not employed they go back to the farm until local plants need them again.

At the same time President Harvey W. Brown of the International Association of Machinists wrote to the Defense Commission urging that it survey all railroads to find out what shop equipment they have available for defense production. "A number of these shops are equipped to build locomotives, boilers, tanks and steel cars," he wrote, "Therefore, it does seem they could also do some of the defense work."

Lackawanna Must Keep Signals on Ithaca Branch

The Interstate Commerce Commission, Division 3, has denied a petition of the Delaware, Lackawanna & Western for authority to discontinue the automatic block signal system on its 34-mile Ithaca branch extending from Owego, N. Y., to Ithaca. In view of the decreased traffic on the line, the decision indicated that the commission might be disposed to look favorably on a proposal to modify the present system in a way "which would not result in decreased safety."

It was the decreased traffic which prompted the Lackawanna to file the petition, while the proposed change was opposed by "seven employee organizations on the ground that safety of operation would thereby be decreased." The railroad asserted that the block signal system was installed as a method of speeding up train operation rather than as a means of providing protection against unsafe conditions; and the protestants urged that safety was the chief purpose of an auto-

matic block signal system. Here is the commission's view: "Regardless of what may have been in the minds of the officials of the railroad with respect to the safety provided in the operation of trains at the time the automatic block signal system here considered was installed, or what views the present officials may hold in that respect, we are of the opinion that this automatic block signal system is a safety device, and provides protection to train operation which cannot be afforded unless it or an equivalent system is used. To remove the automative block signal system and all visual information furnished by it to engine and train crews, as well as maintenance employees, entirely from this branch line would necessarily result in decreased safety of operation with respect to track occupancy of other trains and dangerous conditions of track and switches." Here followed the aforementioned suggestion that the system might be modified; "but that proposal is not before us, and apparently no serious consideration has been given to it by the Lackawanna."

Outstanding Exhibit by N. R. A. A. in Prospect

That the coming annual exhibition of the National Railway Appliances Association, to be held at the International Amphitheatre, Chicago, on March 10-13, coincident with the forty-second annual convention of the American Railway Engineering Association, will be one of the largest and most successful exhibitions of the Association in a number of years, is indicated by the number of companies that have already made reservations for space. Altogether, 69 manufacturers of materials and equipment used in the construction and maintenance of railway tracks, bridges, buildings, fuel and water stations and allied railway facilities have already arranged to exhibit their products. This represents a substantial increase over the number of manufacturers who had contracted for space at this time last year. Further application for space should be made to C. H. White, secretary (Industrial Brownhoist Corporation), 208 So. LaSalle St., Chicago.

A list of the companies which have arranged to present exhibits to date follows:

Air Reduction Sales Company, New York
American Car & Foundry Co., New York
American Fork & Hoe Co., Cleveland, Ohio
American Hoist & Derrick Co., St. Paul, Minn.
Armco Railroad Sales Company, Middletown, Ohio
Barco Manufacturing Company, Chicago
Buda Company, Harvey, Ill.
Caterpillar Tractor Company, Peoria, Ill.
Chicago Pneumatic Tool Company, Chicago
Chipman Chemical Company, Bound Brook, N. J.
Crerar, Adams & Co., Chicago
Cullen-Friestedt Company, Chicago
Dearborn Chemical Company, Chicago
Dickinson, Inc., Paul, Chicago
Duff-Norton Manufacturing Company, Pittsburgh, Pa.
Eaton Manufacturing Company (Reliance Spring Washer Division), Massillon, Ohio
Elastic Rail Spike Corp., New York
Electric Tamper & Equipment Co., Ludington, Mich.
Fairbanks, Morse & Co., Chicago
Fairmont Railway Motors, Inc., Fairmont, Minn.
Gary Screw & Bolt Co., Pittsburgh, Pa.
Hayes Track Appliance Co., Richmond, Ind.
Hogan, Geo. M., Chicago
Homelite Corporation, Port Chester, N. Y.
Hubbard & Co., Pittsburgh, Pa.
Industrial Brownhoist Corp., Bay City, Mich.
Ingersoll-Rand Company, New York
International Harvester Co., Chicago
Jacobsen Manufacturing Co., Racine, Wis.
Johns-Manville, New York
Jordan Company, O. F., East Chicago, Ind.
Joyce-Cridland Co., Dayton, Ohio
Kalamazoo Railway Supply Co., Kalamazoo, Mich.
Lehon Company, Chicago
Lewis Bolt & Nut Co., Minneapolis, Minn.
Lundie Engineering Corp., New York
Maintenance Equipment Co., Chicago
Mall Tool Company, Chicago
Master Builders Company, Cleveland, Ohio
Metal & Thermit Corp., New York
Morden Frog & Crossing Works, Chicago
Morrison Railway Supply Corp., Buffalo, N. Y.
Moto-Mower Company, Chicago
National Aluminate Corp., Chicago
National Lead Co., New York
National Lock Washer Co., Newark, N. J.
Nordberg Manufacturing Co., Milwaukee, Wis.
Oxweld Railroad Service Co., Chicago
P & M Company, Chicago
Philadelphia Steel & Wire Corp., Philadelphia, Pa.
Pocket List of Railroad Officials, New York
Portable Plating & Equipment Co., Chicago
Rail Joint Company, The, New York
Railroad Accessories Corp., New York
Rails Company, The, New Haven, Conn.
Railway Age, New York
Railway Purchases and Stores, Chicago
Railway Track-Work Co., Philadelphia, Pa.
Ramapo Ajax Division, American Brake Shoe & Foundry Co., New York
Republic Steel Corp., Cleveland, Ohio
Sperry Rail Service, Hoboken, N. J.
Syntron Company, Homer City, Pa.
Teleweld, Inc., Chicago
Templeton, Kenly & Co., Chicago
Timber Engineering Co., Washington, D. C.
United States Steel Corp., Pittsburgh, Pa.
United States Wind Engine & Pump Co., Batavia, Ill.
Woolery Machine Co., Minneapolis, Minn.
Young & Greenawalt, Chicago

Government-Owned R. R. Asks More Curbs on Competitors

A strong request that the government tighten still further rules and restrictions applying to motor carriers in order that there may be "no duplicated services, where the volume of traffic can adequately be served by the railway system" was expressed in the annual report of the Government Railways of Western Australia for the year ended June 30, 1940. The report indicates that owners of motor trucks are resourceful in violating the State Transport Co-ordination Act, which is intended to restrict the hauling of freight by motor vehicles to purely local operations or those of producers in connection with their own business.

Many operators who seek exemption from the licensing provision of the Act under a clause applying to trucks operating within a radius of 15 mi. of the owner's place of business "continue to cart from points up to 30 mi. distant the bulk of the metal, firewood, brick, and other heavy traffic which finds its way to the metropolitan area—this by the simple expedient of establishing 'places of business', usually highly elusive and rarely substantial, at strategic points about 15 mi. from Perth (Western Australia's capital)."

Again a large tonnage of gasoline, oil and other supplies "that could conveniently and economically have been conveyed by rail" is hauled to outlying points by highway. The bulk of this traffic is carried under a provision of the Act which gives producers the right, after conveying their own produce in their own vehicles to central markets, to load vehicles for the return trip with supplies for domestic or productive purposes.

"Unfortunately no limitation is placed on the quantity of back loading which may be taken per trip, nor is it necessary that the produce carried on the inward journey be substantial. A bag of wheat or oats, a box of eggs, even a few chickens have been claimed as 'produce' by farmers coming to the metropolitan area for the real purpose of picking up their fuel and general requirements." The report indicates also that "illicit" taxi operations and regular passenger services are still available between Perth and main outlying centers, the patrons of which "are willing to say if questioned that they have not paid separate fares."

The Government Railways ask additional legislation to close up the loop-holes which permits such practices and enforcement of present provisions, including action "to test the substance of alleged places of business" and a determined and sustained drive against taxi operators "whose services, by their regularity and the varying composition of their loading, provide ample *prima facie* evidence of malpractice."

Mediators Pat Selves on Back

(*Continued from page 144*)

ence and thus avoid the actual setting of a date to leave the service." All such disputes, the report added, "were handled without publicity or detriment to carriers and their employees." No 1939-40 dispute was of such serious nature as to prompt the Board to request the President to appoint an emergency board.

Meanwhile the fiscal year covered by the report saw the disposition of the largest number of cases in the history of the Board. Sixteen per cent more cases were docketed and eight per cent more were settled than in any previous year. Those representation disputes which involve controversies between rival unions still bother the Board; and while it regrets that it cannot report a reduction in their number it does feel that "as a result of conferences with executives of the labor organizations concerned, the way has been prepared for an improvement in this situation." Discussing mediation proceedings the Board calls attention to its ruling during the past year that it is not authorized under the law to require national or regional handling of disputes on the part of either the carriers or their employees. The ruling came in the Board's refusal to grant a request of the American Train Dispatchers' Association for national handling of a wage-adjustment dispute between that organization and approximately 42 railroads. However, the report repeats the good word its predecessors have had to say for national or regional handling —such procedure has "the advantage of a great saving of time, energy and expense over mediation on an individual case basis."

Also, a good word is said for the National Railroad Adjustment Board, the usual tabular-style report of which appears in an appendix. "The function discharged by the Adjustment Board," said the Mediation Board report, "is necessary to the effective day to day observance of labor agreements, for if either party may violate the terms of such contracts with impunity, the agreements become meaningless. Such agreements are in effect codes of law outlining the rights, privileges, and obligations of the carriers on the one hand and their employees on the other. And it is just

as essential to have a judicial body to arbitrate disputes which arise under such a code of labor laws as it is to have our system of courts to dispose of controversies which arise under public laws or out of the application of private contracts. In order to contribute toward a more effective and satisfactory functioning of the Adjustment Board, the National Mediation Board conferred during the year with members of the former Board in an effort to work out problems of mutual interest to the two bodies."

The Adjustment Board's report shows that $46,883.03 was spent during fiscal 1940 for salaries of referees. Of that Frank M. Swacker, attorney of New York City, received $22,693.75 for working a total of 323¼ days—261¼ days at $75 per day and 62 days at $50 a day. Other referees and their salaries were: Dozier A. Devane, attorney of Orlando, Fla., $4,143.75 for 55¼ days at $75; Dexter M. Keezer, President of Reed College, Portland, Oreg., $3,881.25 for 51¾ days at $75; Wiley W. Mills, attorney of Chicago, $3,889.28 for 51⅞ days at $75; I. L. Sharfman, professor of economics, University of Michigan, $3,187.50 for 63¾ days at $50; Benjamin C. Hilliard, chief justice of the Colorado Supreme Court, $2,350 for 47 days at $50; John P. Devaney, $1,800 for 24 days at $75; Lloyd K. Garrison, dean of the University of Wisconsin Law School, $1,700 for 22 days at $75 and one day at $50; Paul W. Richards, associate justice of the Iowa Supreme Court, $1,425 for 28½ days at $50; Richard F. Mitchell, chief justice of the Iowa Supreme Court, $762.50 for 15¼ days at $50; Thomas F. McAllister, associate justice of the Michigan Supreme Court, $550 for 11 days at $50; Royal A. Stone, associate justice of the Minnesota Supreme Court, $500 for 10 days at $50.

The $75 per diem for these referees became an issue in Congress last year, and the appropriation bill carrying Adjustment Board funds for the fiscal year ended June 30, 1941 fixed a $50 maximum. During fiscal 1940 the Adjustment Board spent a total of $218,972. The Mediation Board spent $149,502.

British Consider Security Owners Even In War Time

The British Ministry of Transport, quite unlike any federal authorities in this country, fights vigorously for the interests of owners and security-holders of the railroads entrusted to its regulation. And this it does even in the stress of the war-time when the complaints of railroads for money are likely to be drowned in politicians' cries of "sacrifice for the country."

The English "Railway Gazette" for November 22 reports at some length the details of a recent debate in the House of Commons over the financial agreement between the government and the railroads respecting rates, guarantees, etc., during the war. In reply to the camp in opposition to the present or higher revenues for the roads and another crying for nationalization, Secretary Montague, who represents the Ministry in Parliament, pointed out that the present earnings of the railroads of about £40,000,000 ($161,200,000 at $4.03 to the £) represent somewhat less than 3 per cent on total capital. He said, to quote the Gazette, "that if the difference between him and them was only that between 2½ per cent and 3 per cent or even 4 per cent, he did not think it mattered in the argument he was putting forward, which was that the problem of increased freight charges and passenger fares would not be solved merely by saying that the railways would be nationalized or the agreement would be altered, unless, at the same time they were prepared to face the necessity for a government subsidy."

The secretary's chief point was that as long as the English utilize private capital, and the nation as a whole is satisfied with such procedure, "it must be expected that the use of private capital be remunerated." Even Soviet Russia, he said, paid £100,000,000 a year, or about 3 per cent, in interest to the foreigners who supplied the money for development of its industry. "He put it bluntly to the House that members must either recognize the right of compensation on the part of private capital or deny it. If they did recognize it, they must take it into account in any kind of settlement that was made. That was really the position, broadly, of the railway agreement at the present time. It was a negotiated agreement and it would be necessary to reach some settlement whatever was done in respect of the railways, and there was no other method except that of making the whole community pay the cost of transport charges."

Holiday Traffic Shows Big Gain

(*Continued from page 146*)

land Limited, likewise carried extra cars or extra sections. Travel on the streamliners, City of Los Angeles and City of San Francisco was heavy, beginning on December 21.

The New York Central handled about 30 per cent more traffic in and out of Chicago than last year and about 15 per cent more at New York. Student travel was especially heavy and "college specials" were operated from such schools as Vassar and West Point. A total of 3,500 students traveled via the road from Eastern schools to or through Chicago. On Sunday, January 5, which marked the peak of its holiday business (at least for the operating department), the Central ran westbound five sections of the Commodore Vanderbilt, five of the Wolverine, three of the Empire State and three of the Mercury, while eastbound it put on seven sections of the Southwestern, three of the Empire State and three of the Detroiter. Practically every through "named" train on the system ran in two sections on this day and Friday, December 19, and Saturday, January 4. Among the many extra trains operated by the Central during the period, were two short runs started out of Grand Central teminal in New York at 3:30 a. m., January 1, to carry late celebrants to their homes along the Harlem and Hudson divisions.

The Pennsylvania estimates that its holiday traffic was nearly 20 per cent in excess of last year's—calling it "the highest peak in many years." A significant measure was the fact that baggage volume ran also about 20 per cent above that of last year. Also the mail traffic on the Western region surpassed even that of the corresponding period of 1929.

During the period from December 13 to December 24, inclusive, the movement over all divisions of the system totaled approximately 2,500,000 passengers, of whom 2,000,000 rode in coaches and 500,000 in Pullman sleeping and parlor cars. In handling this traffic, 1,314 extra sections and special trains were operated in addition to many extra cars on regularly scheduled trains. The heaviest day was December 20 when 202 extra sections were required. There were 1,621 extra runs of Pullman cars, including 1,230 sleeping and 391 parlor car movements.

Soldiers returning to their homes from the various encampments on Christmas furloughs, and carried at special round-trip coach fares, numbered about 16,000. Of these 9,500 rode in 18 special trains and the rest in extra cars on regular trains, from December 19 to 23, inclusive. The 18 specials for furloughed soldiers included six from Fort McClellan, Ala., to New York; one from Shelby, Miss., to middle western points and to New York via Cincinnati, Ohio; two from Cape Charles, Va., to New York; one from Cape Charles, to Philadelphia, Pa.; one from Camp Hulen, Tex., to Boston, Mass.; one from Edgewood, Md., to New York; three from Fort Dix and Trenton, N. J., to New York; two from Fort Dix to Buffalo, N. Y.; and one from Washington, D. C., to New York with men from various connecting southern lines.

The six trains from Fort McClellan carried 4,000 enlisted men. Their arrival in New York the evening of December 22 attracted a record crowd of "welcome-homers" whose numbers and enthusiasm taxed both station personnel and capacity.

To accommodate the tremendous demand for reservations to Florida out of New York 12 extra coach trains, handling more than 4,000 passengers, were operated on four days from New York via Washington, D. C., to leading Florida points. These were in addition to the regular daily "luxury" coach trains—the Silver Meteor, the Champion and the Vacationer—as well as extremely heavy Pullman travel. In anticipation of an unusually large crowd of friends and relatives on hand to greet the more than 6,000 passengers returning from Florida on trains arriving between 1:55 and 11:15 P. M. on New Year's Day, the railroad obtained the use of the Savarin restaurant's main dining room in Pennsylvania station as a special meeting room for Florida tourists and those waiting to receive them. Special bulletin boards giving the arrival times of the 14 different coach and Pullman trains home-bound from Miami and other Florida resorts were set up and a public address system placed in operation to announce the movements of these trains only.

From December 20 to January 5, inclu-

sive, the New York, New Haven & Hartford carried 7½ per cent more passengers in and out of New York than in the corresponding period of last year, according to figures compiled from conductors' train slips. Even greater was the increase in traffic on 11 special "Times Square" excursion trains which carried 8,556 passengers, a 14 per cent improvement over last year. These trains, originating at a large number of New England cities, arrived in New York from 2:15 to 10:30 p.m. on New Year's eve, and returned between 3 and 3:40 a.m. that morning.

To a road which handles a large commutation traffic like the New Haven, the holiday season brings a special headache. On the day before Christmas, most New York firms permit their staffs to depart early while others hold office parties. This custom raises havoc with carefully-worked out schedules of trains based on normal working hours and, as one operating officer states it, "no one can prophesy when the boys are going to take the last drink and start for home; but generally they do it all at once and too early." Result: the 3:30 p.m. local-express carried 955 passengers; it normally carries about 300.

The Delaware, Lackawanna & Western enjoyed an increase of about 5 per cent over last year. This in spite of the fact that the weather was mild and parallel highways open throughout, as compared with heavy snow last year—an important item in short haul business. Instead of four peak days, as was the case last year, this road reports ten days of steady, heavy travel. Every day through trains carried three or four extra cars. The Central of New Jersey reports a six per cent increase over last year on New Year's and surrounding days and a slight increase on Christmas. The Lehigh Valley and Erie report favorable increases over last year.

First-class travel on the trunk lines was undoubtedly boosted during the interim between Christmas and New Year's by a heavy fog along the Atlantic seaboard which severely curtailed air transport. At New York's big LaGuardia airport, between midnight of December 26 and 6 p.m., December 29, only 76 out of a total of 890 scheduled flights (inbound and outbound) were made; i.e. 814 were cancelled. From 2:10 p.m., December 28, to late on December 29, no planes at all departed, while fog prevented landings all day December 28 and 29.

Southern Roads Make Cut in Fertilizer Rates Permanent

Member roads of the Southern Freight Association have decided to make permanent a substantial reduction in the freight rates on fertilizer and fertilizer materials between all points in the South, first established in September, 1939, and now further reduced for long hauls, following conferences with representatives of the fertilizer industry, according to J. G. Kerr, chairman.

The reduced rates are substantially lower than the former normal rates prescribed some years ago by the Interstate Commerce Commission, the reduction for the bulk of the movement averaging approximately one dollar per ton. The southern railroads handle more than 2,000,000 tons of fertilizer per year; therefore, the annual reduction in the transportation charges on this traffic is in excess of $2,000,000.

Would Hold Pipe Line Net to 8%

(*Continued from page 145*)

the moneys invested in pipe lines." The latest revenue figures shown in the questionnaire were for 1935, and for that year the return on the basis of property values as of December 31, 1934, ranged from a low of a deficit in return of 0.6 per cent to a high of 46.86 per cent. Assuming the 1935 revenues to be typical, the application of the eight per cent limit to the 21 companies which earned higher returns would bring them an aggregate annual gross-revenue loss of $30,238,952, or 24.46 per cent.

Defending the eight per cent figure as not too high, the commission said that "the hazards and uncertain future of the common carrier business of the pipe lines suggests the fairness of a somewhat larger rate of return than it would be reasonable to expect would be applied in industries of a more stable character, where the volume of traffic is more accurately predictable."

The commission recognized that if its proposed rate order is issued it will create a "somewhat anomalous" situation in that carriers operating in the same general area will have different rates, depending upon their past rates of return. It is not particularly worried, however, because: "The rates of the individual respondents do not seem to have been adjusted to each other; in fact, the contrary is our conclusion from the record. Because of the peculiar nature of their business and the relations with their customers, the pipe lines are less truly competitors with each other than is the case with any of the other agencies of transport subject to our jurisdiction, and a rate increase or reduction on any one or by any group has no such immediate and compelling effect on the level of the rate schedules of others that is commonly accepted as axiomatic in the case of the rails, highway and water carriers. These considerations, in our opinion, negative the necessity for a uniform or flat percentage method of readjustment of the rates of respondents, or for dealing with them *en masse*, as a class."

Elsewhere the commission defended its interest in the pipe-line rates with this statement: "In the determination of the question as to whether the rates and charges of these common carrier respondents are lawful, we can not attach any controlling weight to the fact that the respondents or their beneficial owners have seen fit to pay charges from the one pocket to the other or to operate their common carrier and industrial properties in such a manner that the carrier system is virtually a plant facility of the larger producing, manufacturing and selling industry. These facts, if they be facts, are immaterial in this proceeding. More than mere bookkeeping is involved. The measure of a reasonable rate for a common carrier can not be made to depend upon such considerations. Whatever the relations between the pipe lines and the oil companies which beneficially own them, Congress requires all rates tendered to the public by these common carriers to be just and reasonable, and no more. Every carrier subject to the act must maintain a schedule of just and reasonable charges, regardless of whether the public generally has been or is in a position immediately to avail itself of the service . . . The general measure of the rates of many important respondents is excessive, and it is no answer to such a finding that independent shippers are few, or that they are not using the services offered, when the rates demanded are excessive."

The majority's conclusion that earnings greater than eight per cent show excessive rates seemed to Dissenter Mahaffie "unduly to simplify the question." Neither was he convinced that "different rates for identical services can long be maintained by competing companies." In the latter connection he quoted from the majority report this statement: "There is indicated a tendency on the part of all lines serving a particular destination territory to keep the rates on a more or less uniform basis." On the basis of the figures shown in the report, Mr. Mahaffie pointed out that the reductions in rates which the majority would require range from 13 per cent in the case of the Sinclair Pipe Line Company to 55.01 per cent in the case of the Texas-Empire Pipe Line Company. He added: "The theory that rates may properly be based on individual net earnings has a place in regulating a public service company in a position to exercise a monopoly. It is not practicable in the competitive field."

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

AIR BRAKE ASSOCIATION.—R. P. Ives, 350 Fifth Ave., New York, N. Y.

ALLIED RAILWAY SUPPLY ASSOCIATION.—J. F. Gettrust, P. O. Box 5522, Chicago, Ill.

AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.—W. R. Curtis, F. T. R. M. & O. R. R., 327 S. La Salle St., Chicago, Ill.

AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.—E. P. Soebbing, 1431 Railway Exchange Bldg., St. Louis, Mo. Annual meeting, October 21-23, 1941, San Francisco, Cal.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS. — F. O. Whiteman, Room 332, Dearborn Station, Chicago, Ill. Annual meeting, June 3-5, 1941, Hotel Stevens, Chicago, Ill.

AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS. — E. A. Abbott, Poole Bros., Inc., 85 W. Harrison St., Chicago, Ill.

AMERICAN ASSOCIATION OF SUPERINTENDENTS OF DINING CARS.—F. R. Borger, C., I. & L. Ry., 836 S. Federal St., Chicago, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—F. O. Whiteman, Room 332, Dearborn Station, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—G. E. Smith, New York Central R. R., La Salle Street Station, Chicago, Ill.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—

W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 11-13, 1941, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—M. W. Jones, Baltimore & Ohio R. R., 1105 B. & O. R. R. Bldg., Baltimore, Md.

AMERICAN RAILWAY TOOL FOREMEN'S ASSOCIATION.—G. G. Macina, C., M., St. P. & P. R. R., 11402 Calumet Ave., Chicago, Ill.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. H. Huntt, Tower Bldg., Washington, D. C.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York, N. Y.

Railroad Division, C. L. Combes, *Railway Age*, 30 Church St., New York, N. Y.

AMERICAN TRANSIT ASSOCIATION.—Guy C. Hecker, 292 Madison Ave., New York, N. Y.

AMERICAN WOOD PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St., N. W., Washington, D. C. Annual meeting, February 4-6, 1941, Brown Hotel, Louisville, Ky.

ASSOCIATION OF AMERICAN RAILROADS. — H. J. Forster, Transportation Bldg., Washington, D. C.

Operations and Maintenance Department.—Charles H. Buford, Vice-President, Transportation Bldg., Washington, D. C.

Operating-Transportation Division — L. R. Knott, 59 E. Van Buren St., Chicago, Ill.

Operating Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.

Transportation Section.—L. R. Knott, 59 E. Van Buren St., Chicago, Ill.

Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York, N. Y.

Freight Station Section.—L. R. Knott, 59 E. Van Buren St., Chicago, Ill.

Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.

Protective Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.

Safety Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.

Telegraph and Telephone Section.—W. A. Fairbanks, 30 Vesey St., New York, N. Y.

Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 11-13, 1941, Palmer House, Chicago, Ill.

Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 11-13, 1941, Palmer House, Chicago, Ill.

Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill.

Signal Section.—R. H. C. Balliet, 30 Vesey St., New York, N. Y. Annual meeting, September 30-October 2, 1941, Broadmoor Hotel, Colorado Springs, Colo.

Mechanical Division.—V. R. Hawthorne, 59 E. Van Buren St., Chicago, Ill. Annual meeting June 19-20, 1941, Hotel Jefferson, St. Louis, Mo.

Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago, Ill.

Purchases and Stores Division.—W. J. Farrell, 30 Vesey St., New York, N. Y.

Freight Claim Division.—Lewis Pilcher, 59 E. Van Buren St., Chicago, Ill.

Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington, D. C.

Car-Service Division.—E. W. Coughlin, Transportation Bldg., Washington, D. C.

Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington, D. C.

Accounting Division. — E. R. Ford, Transportation Bldg., Washington, D. C. Annual meeting, 1941, Denver, Colo.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington, D. C. Annual meeting, 1941, Colorado Springs, Colo.

Traffic Department.—A. F. Cleveland, Vice-President, Transportation Bldg., Washington, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Claim Agent, Alton R. R., 340 W. Harrison St., Chicago, Ill. Annual meeting, June 11-13, 1941, Browne Palace Hotel, Denver, Colo.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—R. Y. Barham, Armco Railroad Sales Company, 310 South Michigan Ave., Chicago, Ill. Meets with American Railway Bridge and Building Association.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcil Ave., N. D. G., Montreal, Que. Regular meetings, second Monday of each month except June, July and August, Windsor Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS, MO.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—Frank Kartheiser, Chief Clerk, Mechanical Dept., C. B. & Q., Chicago, Ill. Annual meeting, September 22-24, 1941.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—G. K. Oliver, 8238 So. Campbell Ave., Chicago, Ill. Regular meetings, second Monday of each month, except June, July and August, La Salle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—Mrs. M. D. Reed, 1817 Hotel Statler, McKinley Square, Buffalo, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—J. T. Bougher, 424 W. 33rd St. (11th floor), New York, N. Y.

INTERNATIONAL RAILWAY MASTER BLACKSMITHS' ASSOCIATION.—W. J. Mayer, Michigan Central R. R., Detroit, Mich.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—J. E. Goodwin, Gen. Foreman, Loco. Dept., Missouri Pacific R. R., No. Little Rock, (P. O. Little Rock), Ark. Annual meeting, September 22-24, 1941.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany, N. Y. Annual meeting, September 22-24, 1941.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington, D. C. Annual meeting, 1941, St. Paul, Minn.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—C. H. White, Room 1826, 208 S. La Salle St., Chicago, Ill. Exhibit in connection with A. R. E. A. Convention, March 10-13, 1941, International Amphitheatre, Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Touraine, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box 3275, San Francisco, Cal. Regular meetings, second Thursday of each alternate month, at Palace Hotel, San Francisco, and second Friday of each alternate month, at Hotel Hayward, Los Angeles.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 1647 Oliver Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 600 W. Jackson Blvd., Chicago, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago, Ill. Annual meeting, September 22-24, 1941.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—J. D. Conway, 1647 Oliver Bldg., Pittsburgh, Pa.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York, N. Y. Meets with Telegraph and Telephone Section of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 903 Syndicate Trust Bldg., St. Louis, Mo.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—F. O. Whiteman, Room 332, Dearborn Station, Chicago, Ill. Annual meeting, September 16-18, 1941, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—D. W. Brantley, C. of Ga. Ry., Savannah, Ga. Annual meeting, January 23, 1941, Mobile, Ala.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, Q. and C. Company, 59 E. Van Buren St., Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 112 Hatfield Place, Port Richmond, Staten Island, N. Y.

WESTERN RAILWAY CLUB.—W. L. Fox (Executive Secretary), Room 822, 310 South Michigan Ave., Chicago, Ill. Regular meetings, third Monday of each month, except June, July, August and September, Hotel Sherman, Chicago, Ill.

Construction

ATLANTIC COAST LINE.—Division 4 of the Interstate Commerce Commission has extended from January 1, 1941, and March 31, 1941, respectively, to January 1, 1942, and March 31, 1942, respectively, the time within which this company may commence and complete the construction of an extension in Columbus County, N. C.

BALTIMORE & OHIO.—The Pennsylvania Public Utilities Commission has approved plans calling for the closing of three grade crossings in the city of McKeesport, where 13th avenue, Hurrell alley and Buena Vista street cross company's main line, and in lieu thereof, the construction of a highway crossing above grade where an extension of Market street crosses company's track and right-of-way about 900 ft. southeast of 13th avenue. The proposed overhead viaduct will be of steel and reinforced concrete and have a total length of 547 ft. It provides a minimum clearance of 22 ft. over the top of the rails and affords a roadway 24 ft. in width with a 5 ft. sidewalk on each side. Estimated cost $225,746.

CENTRAL AROOSTOOK.—Acting on this company's recent petition in Finance Docket No. 4092, Division 4 of the Interstate Commerce Commission has denied its request for a further extension of two years within which it might complete the construction of a new line in Aroostook County, Me. No reason was assigned.

CHESAPEAKE & OHIO.—A contract has been awarded Haley, Chisholm and Morris, Inc., Charlottesville, Va., for all grading and masonry required for the construction of a ten-mile branch line from a connection with the Big Sandy subdivision at Prestonsburg, Ky., up Middle Creek and tributaries, all in Floyd County, Ky. The principal quantities involved are 400,000 cu. yd. of grading and 300 lin. ft. of creosoted timber trestle. The total estimated cost is $780,000. The railway will lay the track with its own forces. The purpose of the proposed new branch line is to provide access to the undeveloped coal and timber resources in this territory.

KANSAS CITY TERMINAL.—Division 4 of the Interstate Commerce Commission in Finance Docket No. 8480 has extended from December 31, 1940, to December 31, 1941, the time within which this company shall complete the construction of a line in Jackson County, Mo.

UNION PACIFIC.—A contract has been awarded to A. A. Jones, Denver, Colo., for the construction of a one-story brick warehouse in Denver which is to be leased to the B. K. Sweeney Electrical Company. The building, which will contain typical warehouse storage space, offices and sales room arrangements, will have a concrete foundation, concrete floor and an approximate floor area of 33,000 sq. ft. The superstructure will be of pressed brick, steel sash windows, and a composition roof. The building, which will be 125 ft. by 310 ft., is to be completed about March 1, and will cost about $85,000, exclusive of the land value.

Equipment and Supplies

North Western Considering Purchase of Streamliner

The Chicago & North Western is considering the purchase of a Diesel-electric, lightweight streamlined train for operation between Chicago and Green Bay, Wis., a distance of 199.7 miles.

Brazil Allocates Recent Equipment Purchases

The Ministry of Transportation and Public Works, Brazil, has distributed a total of 25 locomotives and 450 freight cars recently purchased in the United States among various Brazilian railroads, according to the American Commercial Attaché, Rio de Janeiro, as reported by the United States Department of Commerce. Orders for 26 steam locomotives placed equally with the American Locomotive Company and the Baldwin Locomotive Works to be used for freight and passenger service on various state owned railway lines throughout that country were reported in the *Railway Age* of November 9. Purchase of 450 freight cars, 300 from the Pullman-Standard Car Manufacturing Export Co. and 150 from the American Car & Foundry Export Co. was reported in the *Railway Age* of December 7. The equipment will be delivered in 1941. Distribution is as follows:

E. F. Madeira—Mamore	2 locomotives
E. F. Braganca	20 freight cars
E. T. Sao Luiz—Therezina	2 locomotives
	45 freight cars
Rede de Viaçao—Cearense	3 locomotives
E. F. Central do Rio Grande do Norte	3 locomotives
	35 freight cars
The Great Western of Brazil	35 freight cars
Viacao Ferrea Federal do Leste Brasileiro	2 locomotives
	70 freight cars
E. F. Bahia e Minas	2 locomotives
	75 freight cars
E. F. Goyaz	3 locomotives
	100 freight cars
Rede Parana—Santa Catharina	3 locomotives
	70 freight cars
E. F. D. Thereza Christina	5 locomotives

P. R. R. Lets $17,500,000 Equipment Order to Company Shops

Equipment orders totaling $17,500,000 have been authorized by the Pennsylvania. Included in the new program are 4,500 freight cars, 200 cabooses, 5 electric passenger locomotives, 20 locomotive tenders, 600 bulk freight containers and the remodeling and air-conditioning of 80 additional passenger coaches. All construction work on the new equipment will be carried forward in Pennsylvania's own shops.

The order for 4,500 new freight cars comprises 1,000 50-ft. 6-in. all-steel box cars of 50 tons' capacity, 1,000 40-ft. 6-in. all-steel box cars of 50 tons' capacity, 2,000 46-ft. gondola cars of 70 tons' capacity with wooden floors and 500 65-ft. 6-in. gondola cars of 70 tons' capacity with steel floors. The box and gondola cars will be of the latest design and in addition to meeting the needs of shippers, are expected to assure company of increased efficiency and economy in operation.

The five electric passenger locomotives will be of the high-speed, streamlined type, geared up to a speed of 100 miles per hour and will augment the fleet now hauling trains between New York, Philadelphia, Baltimore, Washington and Harrisburg. They will replace an equal number of engines geared up to 90 miles per hour speeds which will go into freight service.

The twenty locomotive tenders will have a capacity of 21,000 gal. The 600 bulk freight containers will be waterproof, handled 12 to a car, and designed for the movement of dolomite, lime, fluxing stone and other materials used in steel production. Unloading will be mechanically controlled. The 80 passenger coaches will be remodeled and air-conditioned for through train service as a part of company's continuing program of passenger car improvement.

Pennsylvania's shops completed 2,500 new all-steel box cars ordered in closing months of 1939 several months ago and have already turned out more than 1,100 of the additional 2,100 gondola, 30 flat and 325 covered hopper cars ordered in 1940.

N. Y. Central Places $5,000,000 Passenger-Coach Order

The New York Central has placed the largest order for passenger-train cars reported by a railroad since 1934, purchasing 95 air-conditioned coaches at an approximate cost of $5,000,000. The order was divided as follows: 45 to the Pullman-Standard Car Manufacturing Company; 25 to the American Car & Foundry Co. and 25 to the Pressed Steel Car Company. The coaches will be of all-steel construction, 80 ft. 6 in. length, and will seat 56 passengers. They will be of the most modern type with adjustable reclining chairs, brilliant lighting and unusually large washrooms. Deliveries are expected to begin about June.

LOCOMOTIVES

THE DENVER & RIO GRANDE WESTERN is inquiring for from 5 to 10 4-6-6-4 type locomotives.

THE NEW YORK CENTRAL has ordered one 600-hp. Diesel-electric switching locomotive from the Baldwin Locomotive Works.

THE UNITED STATES NAVY DEPARTMENT, Bureau of Supplies and Accounts, will receive bids January 21 on four Diesel-operated locomotives and spares for service in Eastern and Western yards.

FREIGHT CARS

THE TENNESSEE COAL, IRON & RAILROAD COMPANY is inquiring for ninety 70-ton ore cars, twenty 70-ton flat cars and six 70-ton slab side hot-hole cars.

THE ILLINOIS CENTRAL has ordered 115 70-ton covered-top hopper bottom gondola cars from the General American Transportation Corp. in addition to the 62 ordered last year.

THE NEW YORK CENTRAL has ordered 1,000 steel box cars of 55 tons' capacity for service on the Pittsburgh & Lake Erie, comprising 900 of 40 ft. and 100 of 50 ft., from the Pressed Steel Car Company.

THE SOUTH AFRICAN RAILWAYS & HARBORS are making inquiries for 1,000 gondola cars.

THE DULUTH, MISSABE & IRON RANGE has ordered 100 40-ft. steel gondola cars of 50 tons' capacity from the American Car & Foundry Co.

SIGNALING

THE INDIANA HARBOR BELT has placed orders with the General Railway Signal Company for materials to be used in the installation of automatic block signals between Hammond, Ind., and Blue Island, Ill., and between McCook, Ill., and Franklin Park.

THE BOSTON & ALBANY has placed an order with the General Railway Signal Company for signal materials for use between State Line, N. Y., and Chatham. The order includes 34 Type-SA searchlight color-light signals, 31 Type-W color-light signals, 206 Type-K relays, 23 Type-W power transfer relays, 100 rectifiers, 53 transformers, 36 welded steel housings and miscellaneous materials.

THE ILLINOIS COMMERCE COMMISSION issued an order on December 23 calling for the installation of automatic flashing light protection at 13 grade crossings throughout Illinois, including two on the Chicago, Burlington & Quincy, one on the Atchison, Topeka & Santa Fe, one on the Pennsylvania, four on the Elgin, Joliet & Eastern, one on the Illinois Terminal, three on the Illinois Central and one on the Chicago, Rock Island & Pacific.

THE CIA. DE PAULISTA DE ESTRADAS DE FERRO in Sao Paulo State, Brazil, has awarded a contract to the Union Switch & Signal Co. to furnish apparatus for 27 electro-mechanical interlockings and 2 electric interlockings which are to be installed on two divisions of this railroad which are now being electrified. On one division extending between Ityrapina and Rincao, the project is to include 14 electro-mechanical and one Type-F electric interlockings; and on another division, extending between Ityrapina and Dous Corregos, the project includes 13 electro-mechanical and one Type-F electric interlockings. Alternating-current track circuits will be installed throughout the territory, with traffic locking provided between all the interlockings. Along with the materials for the 29 electro-mechanical and electric interlockings, all of which machines will be provided with spotlight type track models, the Union Switch & Signal Co. is supplying approximately 200 switch movements, 330 color-light signals, 150 electric locks and releases, 400 transformers and rectifiers and 1,300 relays.

MOTOR VEHICLES

THE CHICAGO, NORTH SHORE & MILWAUKEE has ordered three motor coaches from the a. c. f. Motors Company.

Supply Trade

W. L. Beaudway has been appointed executive vice-president and **J. T. Llewellyn, II,** vice-president, of the **Chicago Malleable Castings Company.**

Ernest A. Flinn has been appointed sales representative of the **Gustin-Bacon Manufacturing Company,** Kansas City, Mo., with headquarters at New York.

W. A. Sumner has been appointed manager of distribution transformer engineering at the **Westinghouse Electric Manufacturing Company,** Sharon, Pa.

Charles W. Cristal has been appointed sales manager of the electrical construction department of the **Dingle-Clark Company,** contracting engineers with headquarters in Cleveland, Ohio.

James A. Curtis, sales representative of the **Carnegie-Illinois Steel Corporation,** with headquarters at Chicago, has been appointed sales manager of the **Marquette Railway Supply Company,** Chicago.

The Timber Engineering Company of Georgia and Alabama has been formed by Maxwell & Hitchcock, Georgia engineers, to specialize in the sale of the Teco system of timber construction which is used for warehouse roof truss construction, railway structures and bridges, etc.

C. B. Jahnke, formerly vice-president and general manager, has been elected president of the **Cooper-Bessemer Corporation** to succeed **B. B. Williams,** who becomes chairman of the board. **E. J. Fithian,** former chairman, has resigned but will continue as a director of the company.

William A. Callison, assistant district sales manager of the **American Locomotive Company,** with headquarters at Chicago, has been promoted to district sales manager, to succeed **William S. Morris,** who was elected vice-president of the

William A. Callison

Montreal Locomotive Works, Montreal, Que., last June. **Paul D. Curtis** succeeds Mr. Callison and continues as president of the **Marquette Railway Supply Company,** Chicago.

Mr. Callison was born on June 17, 1905, at Hinton, W. Va., and was educated at St. John's Military Academy and Purdue University. He was employed in various departments of the Chicago, Indianapolis & Louisville for two years, and later worked in the research department of the International Nickel Company at Huntington, W. Va. In January, 1929, he entered the employ of the American Locomotive Company as a special apprentice and in March, 1931, was transferred to the sales department at Chicago. In March, 1940, he was promoted to assistant district sales manager, which position he has held until his recent appointment.

Robert E. Frame, sales manager of the **Standard Car Truck Company,** Chicago, has been elected vice-president. Mr. Frame was born in Chicago on August 28, 1877, and received his education in the public schools of Chicago. He enlisted in the United States Army during the Spanish War and in 1900 entered the employ

Robert E. Frame

of the Pullman Company. He resigned as freight car estimator in September, 1904, to accept a similar position with the American Car & Foundry Company at St. Louis. By 1909 he had progressed to the position of mechanical superintendent, with supervision over the drafting and estimating departments and was then promoted to sales engineer at Chicago. In 1912 he resigned to become assistant to the president of the Haskell & Barker Car Company, Michigan City, Ind. Mr. Frame resigned from the Pullman Car and Manufacturing Company (successors to Haskel & Barker Car Company), in September, 1923, to enter the brake shoe business as one of the founders of the Central Brake Shoe & Foundry Company. Six years later this company was absorbed by the American Brake Shoe & Foundry Company and Mr. Frame became associated with the Standard Car Truck Company. In 1934 he was promoted to sales manager and held this position until his recent promotion to vice-president.

L. C. Allenbrand, assistant manager of the sales training division of the **Caterpillar Tractor Company,** Peoria, Ill., has been promoted to manager of the sales development division, to succeed **G. E. Spain,** who has been promoted to general sales manager.

Joseph B. Ennis has been appointed senior vice-president of the **American Locomotive Company.** Mr. Ennis be-

Joseph B. Ennis

gan his business career in 1895 as a tracer in the drafting room of the Rogers Locomotive Works. From 1899 to 1902 he held the position of elevation draftsman respectively with the Schenectady Locomotive Works, the Rogers Locomotive Works and the Cooke Works, American Locomotive Company. In 1902 he was transferred to New York and placed in charge of designs and calculation-specifications for locomotives. In 1906 he was appointed assistant to the mechanical engineer and became successively designing engineer, chief mechanical engineer and, in 1917, vice-president in charge of engineering, which position he held until his present appointment.

James E. Davenport has been appointed vice-president of engineering, development and research of the American Locomotive Company to succeed Mr. Ennis. Mr. Davenport entered railway service in 1909 as a special apprentice at the West Albany shops of the New York Central and remained with that road until 1940. During this time he successively held positions as enginehouse foreman, dynamometer car engineer, train master, division superintendent, assistant to the assistant general manager, assistant to the executive

James E. Davenport

vice-president and assistant chief engineer of motive power and rolling stock. Mr. Davenport served from 1927 to 1928 as president of the International Railway Fuel Association. In 1940 he left the New York Central to become assistant vice-president of engineering with the American Locomotive Company, which position he held until his recent appointment.

P. S. Nash, assistant vice-president of the **Union Asbestos & Rubber Company,** Chicago, has also been placed in charge of western railroad sales, with headquarters at Chicago. **George L. Green,** eastern sales representative, has been appointed assistant vice-president in charge of eastern railroad sales, with headquarters at Chicago. **J. B. Crawford,** office manager at Chicago, has been appointed service engineer, with headquarters at San Francisco.

Mr. Nash was formerly connected with the mechanical department of the Oregon Short Line at Pocatello, Idaho. He joined the Union Asbestos & Rubber Company in 1926, and later was located in Salt Lake City, Utah, and then in San Francisco, Cal., as sales representative. In August, 1939, he was promoted to assistant vice-president at Chicago.

Mr. Green, after his graduation from Yale-Sheffield Scientific School in 1931, was connected with the Continental-Illinois National Bank & Trust Company. In 1934, he entered the employ of the Union Asbestos & Rubber Company as sales engineer, covering certain portions of the southwestern and also the northwestern territories. In 1939 he was promoted to eastern sales representative and served in that capacity until his recent appointment.

OBITUARY

George Murray Brooks, general counsel and executive vice-president of the Okonite Company, died on January 1. Mr. Brooks was head of the legal department.

Harry T. Gilbert, who retired as Chicago district sales manager of the Illinois Steel Company in 1936, died on December 27 at Pass Christian, Miss., of a heart ailment.

Fred R. Davis, advertising space buyer for the General Electric Company at Schenectady, N. Y., for 35 years, died December 26 after an illness of two years. He was 64 years old.

J. H. Bendixen, chairman of the board of directors of the Bettendorf Company, died December 3. Mr. Bendixen joined the Bettendorf oragnization in 1894 as foreman of the machine shops and subsequently held the positions of assistant superintendent, superintendent and general manager. In 1909 he was appointed vice-president of the company, which position he held until retiring September 1, 1938.

Stephen Birch, founder and chairman of the board of the Kennicott Copper Corporation, died December 29. He was 68 years of age. Mr. Birch was also chairman of the board of the Braden Copper Company, president of the Alaska Steamship Company and the Copper River & Northwestern railroad and a director of the Alaska Development & Mineral Co., the Bankers Trust Company of New York and the Chicago, Burlington & Quincy, Colorado & Southern and Northern Pacific railroads.

George T. Smith, president of the Joseph Dixon Crucible Company, Jersey City, N. J., died December 20, after a brief illness. He was 85 years old. Mr. Smith's career, extending over 68 years, led him into railroading, banking, government and industry. He entered the employ of the Pennsylvania at the age of 17 and worked his way to the position of general agent in New York. In 1908 he resigned to become president of the First National Bank of Jersey City, N. J., a position which he held until 1916 when he became president of the Title Guarantee & Trust Co. Mr. Smith also served in 1895 as a lay judge of the New Jersey court of errors and appeals. One of his outstanding achievements was his service as treasurer of the United States Shipping Board during the war years. At the time of his death Mr. Smith was also president of the American Graphite Company, vice-president of the Colonial Life Insurance Company of America, and vice-president of the Raritan River Railroad.

Harry Morris Sloan, vice-president and treasurer of the United States Industrial Alcohol Company who died in New York, December 31, 1940, spent most of his career in the railway and railway supply fields. He was born at Magnolia, Iowa, March 24, 1878, and began his railroad career as an employee in the stores department of the Chicago & North Western railway at Missouri Valley, Iowa. He left there to become auditor of disbursements of the Chicago, Rock Island and Pacific, subsequently becoming vice-president of the Rock Island Holding Company at New York and then assistant to the president of the Rock Island railway at Chicago, which position he held until the world war when he went to Washington with the War Industries Board. At the close of the war he became associated with the Chicago, Milwaukee, St. Paul and Pacific railroad as assistant to the president, leaving there to become vice-president and treasurer of the Buda Company, which position he held for fifteen years until 1935 when he assumed the position he held at the time of his death.

TRADE PUBLICATION

DESIGN DATA FOR WOOD TRUSSES.—The National Lumber Manufacturers Association, Washington, D. C., has published a 48-page bulletin, known as supplement No. 5 of its wood structural design data, entitled Wood Trusses—Stress Coefficients, Length Coefficients and Angles, which presents tables of the coefficients and angles for many different types of trusses. The information is conveniently organized with drawings of the various types of trusses on which the compression and tension members are clearly indicated, shown opposite the tables of the coefficients.

Financial

BALTIMORE & OHIO.—*Operation.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to operate, under trackage rights, over the Municipal Bridge and approaches crossing the Mississippi River between St. Louis, Mo., and East St. Louis, Ill., and over certain tracks of the Terminal Railroad Association of St. Louis, in East St. Louis, Ill., a total of 2.5 miles.

CHICAGO GREAT WESTERN.—*Reorganization, Securities, and R. F. C. Loan.*—In carrying out its final plan of reorganization for this company Division 4 of the Interstate Commerce Commission has authorized the Chicago Great Western Railway, a new company, to acquire and operate the properties of the Chicago Great Western Railroad and the St. Paul Bridge & Terminal and to issue the following securities: (a) Not exceeding $10,130,100 of first mortgage four per cent bonds, series A, (b) $6,113,600 of general income mortgage 4½ per cent bonds, (c) 366,104 shares of five per cent preferred stock with a par value of $50 a share, and (d) 352,639 shares of common stock with a par value of $50 a share.

At the same time Division 4 also authorized a loan to the new company by the Reconstruction Finance Corporation in the amount of $6,396,870, to be secured by $9,000,000 of its first mortgage four per cent bonds, series A. The proceeds of the loan will be used to purchase the properties of the St. Paul Bridge & Terminal for $1,500,000; to pay off R. F. C. loans to the old company of approximately $1,707,442; to pay off loans made to the old company by the Railroad Credit Corporation of approximately $1,139,427; and to provide the new company with additional working capital.

DENVER & RIO GRANDE WESTERN.—*Certificates of Indebtedness.*—This company has asked the Interstate Commerce Commission for authority to issue and sell $5,000,000 of 2⅜ per cent certificates of indebtedness, to be dated as of February 1, and to be payable February 1, 1946. The proceeds will be used to retire a like amount of 3½ per cent trustees' certificates, series G, dated February 1, 1939, and payable February 1, 1942.

DENVER & RIO GRANDE WESTERN.—*Equipment Trust Certificates.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to assume liability for $1,260,000 of two per cent equipment trust certificates, maturing in 10 equal annual installments of $126,000 on February 1, in each of the years from 1942 to 1951, inclusive. The issue has been sold at 100.5973 to Blyth & Co., Inc., of New York City, making the average annual cost to the company approximately 1.88 per cent.

ELGIN, JOLIET & EASTERN.—*Equipment Trust Certificates.*—This company has asked the Interstate Commerce Commission for authority to assume liability for $2,900,000 of equipment trust certificates, ma-

turing in equal annual installments on January 15, in each of the years from 1942 to 1951, inclusive. The proceeds will be used as part payment for new equipment costing $3,950,000 and consisting of 500 50-ton steel gondola cars, 250 70-ton steel hopper cars, and 500 50-ton steel box cars. The road is asking for bids on the certificates on or before January 16.

DULUTH, SOUTH SHORE & ATLANTIC.—*Ratification of Trustee.*—Sigurd Ueland has asked the Interstate Commerce Commission to ratify his appointment as one of the trustees of this company during reorganization proceedings under section 77 of the Bankruptcy Act.

JERSEYVILLE & EASTERN.—*Acquisition and Securities.*—This company, a new corporation, has asked the Interstate Commerce Commission for authority to acquire and operate a part of a line of railroad formerly owned by the Chicago, Springfield & St. Louis, consisting of 0.4 mile of main line and 1.1 miles of side track in Jerseyville, Ill. At the same time this company asked the commission for authority to issue $6,500 of capital stock to finance the purchase of the line.

MISSOURI PACIFIC.—*Control of the Union Terminal and the St. Joseph Belt.*—Relying on labor-protection provisions of the Transportation Act of 1940, the Railway Labor Executives Association and the Brotherhood of Railway Clerks have asked the Interstate Commerce Commission to reopen the case in which Division 4 recently authorized this company to acquire control of the Union Terminal and the St. Joseph Belt in St. Joseph, Mo., and reconsider the need for labor-protection provisions. The petition points out that Division 4 found that there was no need for such conditions, but authorized the Missouri Pacific to operate the properties as it saw fit.

It is the position of the brotherhoods that certain employees may be adversely affected and that the new act makes the imposition of such conditions mandatory by stating that the commission "shall" impose them in cases of mergers. They ask the commission to postpone the effective date of the order, and reopen the case for the presentation of additional evidence and for reargument.

Control of the Chester & Mount Vernon.—This company has asked the Interstate Commerce Commission for authority to acquire control of its wholly-owned subsidiary, the Chester & Mount Vernon.

MISSOURI SOUTHERN.—*Abandonment.*—Acting on the request of this company, Division 4 of the Interstate Commerce Commission has dismissed its application for authority to abandon a line extending from Ellington, Mo., to Bunker.

NEW YORK CENTRAL.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon a line extending from Morenci, Mich., to Fayette, Ohio, 6.6 miles.

NEW YORK, SUSQUEHANNA & WESTERN.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon that portion of a line extending from Hainesburg Junction Tower, N. J., to Stroudsburg, Pa., 11.8 miles. The abandonment was authorized subject to the condition that the line or any part thereof be sold to any responsible person, firm, or corporation offering, within 60 days from the date of the commission's certificate, to purchase it for continued operation, at a price not less than its fair net salvage value.

PENNSYLVANIA.—*Operation.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to operate over 1.77 miles of track from a point near 120th street, Chicago, to a point in Hammond, Ind., the track being situated in the so-called State Line Industrial District of Chicago and Hammond.

SEABOARD AIR LINE.—*Equipment Trust Certificates and R. F. C. Financing.*—This company has asked the Interstate Commerce Commission to approve a plan whereby it would issue and sell to the Reconstruction Finance Corporation $1,905,000 of three per cent serial equipment trust certificates, maturing in 15 equal annual installments beginning January 1, 1942. The proceeds will be used as part payment for new equipment costing a total of $2,159,700 and consisting of two 660 h. p. Diesel-electric switching locomotives, 500 new 50-ton, all-steel, double sheathed box cars, with wood lining, and 200 new 70-ton all-steel hopper cars.

SOUTHERN PACIFIC.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon its so-called Pernu branch extending from Pernu Junction, Calif., to Pernu, 1.5 miles.

TEXAS CITY TERMINAL.—*R. F. C. Loan and Bonds.*—Division 4 of the Interstate Commerce Commission has approved a plan whereby this company will borrow from the Reconstruction Finance Corporation $1,897,000, the loan to be evidenced by an equivalent amount of first mortgage 20-year sinking fund four per cent bonds, series A, which the commission has authorized the company to issue. The proceeds will be used to retire at their maturity on January 26, 1941, the company's outstanding first mortgage bonds in the amount of $1,897,000.

UNION PACIFIC.—*Equipment Trust Certificates.*—This road has sold a $12,570,000 issue of 1½ per cent equipment trust certificates, series F, to Salomon Bros. & Hutzler, Dick & Merle-Smith and Stroud & Co., Inc., of New York on a bid of 98.052. The certificates are dated January 1, 1941, and are due in equal annual installments from 1942 to 1956, inclusive.

Dividends Declared

Piedmont & Northern.—50¢, payable January 20 to holders of record January 6.

Pittsburgh, Cincinnati, Chicago & St. Louis.—$2.50, semi-annually, payable January 20 to holders of record January 10.

Average Prices of Stocks and Bonds

	Jan. 7	Last week	Last year
Average price of 20 representative railway stocks..	30.02	29.72	32.96
Average price of 20 representative railway bonds..	62.36	61.91	59.54

Railway Officers

EXECUTIVE

The headquarters of **A. A. Murphy,** assistant to the president on the Union Pacific at Los Angeles, Cal., have been transferred to Seattle, Wash.

J. de la Garza has been elected president of the Kansas City, Mexico & Orient (in Mexico), with headquarters at Mexico City, Mex., succeeding **M. Angulo G.,** and **Antonio Villalobos** has been elected first vice-president.

C. J. Rogers, vice-president and general manager of the White Pass & Yukon Route, with headquarters at Seattle, Wash., and Skagway, Alaska, has been elected president and general manager, succeeding **H. Wheeler,** president, who has retired.

F. J. Vaughn, assistant division superintendent on the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at Omaha, Neb., has been promoted to assistant to the executive vice-president-personnel, with headquarters at St. Paul, Minn., succeeding **J. C. Yocum,** deceased.

Alfred H. Wright, whose appointment as vice-president and general manager of the New York Central, Line Buffalo and East, with headquarters at New York, was reported in the *Railway Age* of December 28, was born on May 18, 1878, at Putnam, N. Y. He entered the service of the New York Central on November 30, 1900, as clerk in the transportation department at Rotterdam Junction, N. Y. On March 1, 1910, he became chief clerk to superintendent at Utica, N. Y., and on January 8, 1911, became assistant trainmaster of the Mohawk division, being transferred to the River division on March 16, 1911. Mr. Wright became trainmaster of the River division on October 1, 1913; assistant superintendent of that division on May 1, 1923, and superintendent, same division, on December 16, 1924. He was appointed assistant to general superintendent and marine manager, New York Terminal district, on January 1, 1927, and assistant to assistant general manager of that district on

Alfred H. Wright

February 1, 1930. On November 19, 1930, Mr. Wright was appointed assistant to general superintendent, New York Terminal district, and on October 10, 1931, he became assistant superintendent of that district. He was appointed superintendent of the New York Terminal district and River division on May 1, 1932, having charge of transportation and marine departments. Mr. Wright became assistant general manager at Syracuse on November 1, 1937, the position he held until his recent appointment.

Thomas A. Gregg, whose retirement as assistant to the vice-president on the Atchison, Topeka & Santa Fe, with headquarters at Chicago, was announced in the *Railway Age* of January 4, was born on a farm in Alamance County, N. C., on August 5, 1872. He studied at the Liberty and Piedmont academies in North Carolina and subsequently took extension work at the University of North Carolina. In 1889 he entered railway service as a brakeman on the Richmond & Danville (now part of the Southern) and in 1893 he went with the Norfolk & Western, working in both freight and passenger service as a conductor. During this period he completed a course in law and in July, 1904, he was elected chairman of the Order of Railway Conductors on the N. & W. In May, 1909, Mr. Gregg was elected vice-president of the O. R. C. at their grand convention, which position he held until 1920, when he was appointed assistant to the vice-president in charge of personnel for the Santa Fe, with headquarters at Chicago. Mr. Gregg's retirement was effective January 1.

Harry W. Von Willer, whose promotion to assistant to the vice-president on the Erie, with headquarters at Cleveland, Ohio, was announced in the *Railway Age* of January 4, was born at Greensburg, Ind., on August 11, 1896, and first entered railway service in 1915 on the Cleveland, Cincinnati, Chicago & St. Louis. In 1923 he went with the Erie as chief clerk at Indianapolis, Ind., and in 1926 he was appointed commercial agent at that point.

Harry W. Von Willer

The following year he was promoted to general agent at Springfield, Ohio, and in 1930 he was transferred to Minneapolis, Minn. Mr. Von Willer was advanced to division freight agent at Youngstown, Ohio, in September, 1931, and in September, 1935, he was promoted to assistant general freight agent at Pittsburgh, Pa. On August 1, 1938, he was advanced to assistant freight traffic manager, with headquarters at Cleveland, and in June, 1939, he was promoted to freight traffic manager, Western territory, solicitation, with headquarters at Chicago, the position he held until his recent promotion.

Samuel C. Kirkpatrick, whose promotion to assistant to the vice-president in charge of personnel on the Atchison, Topeka & Santa Fe, with headquarters at Chicago, was announced in the *Railway Age* of January 4, entered railway service on January 28, 1905, as an office boy on the Santa Fe at Galveston, Tex., later holding minor clerical positions at that point. On September 1, 1908, he was transferred to Longview, Tex., as a stenographer in the superintendent's office of the Texas & Gulf (a subsidiary line, now part of the Gulf, Colorado & Santa Fe) but returned to Galveston on July 9, 1909, as a stenographer and clerk. On October 15, 1909, he went with the St. Louis-San Francisco

Samuel C. Kirkpatrick

as a timekeeper and stenographer, at Sapulpa, Okla., but returned to the Santa Fe on March 18, 1910, as a stenographer in the vice-president and general manager's office at Galveston. Mr. Kirkpatrick was promoted to secretary to the vice-president and general manager on December 1, 1910, to senior clerk on August 1, 1913, and to chief clerk on January 15, 1916. On July 4, 1918, he was granted a leave of absence to serve as chief clerk at Dallas, Tex., to the district director of the Southwestern region of the United States Railroad Administration and on March 1, 1919, he was appointed chief clerk to the federal manager in charge of the Gulf, Colorado & Santa Fe and other Texas lines under the Railroad Administration. Upon the return of the railroads to private operation on March 1, 1920, Mr. Kirkpatrick was appointed assistant to the general manager of the Gulf, Colorado & Santa Fe at Galveston, the position he held until his recent promotion.

D. B. Fleming, vice-president and general manager in charge of operation, Buffalo and East, New York Central, New York, whose retirement was reported in the *Railway Age* of December 28, was born on February 12, 1877, at Snowshoe, Pa. He entered railway service in July, 1893, as a telegraph operator on the Pennsylvania division of the New York Central &

D. B. Fleming

Hudson River (now a part of the New York Central), and in October, 1899, he became a train dispatcher. In February, 1903, he became chief dispatcher and in November of the following year he was appointed assistant trainmaster. He became trainmaster of the Mohawk division in October, 1906, and in November, 1910, was appointed assistant superintendent of the Hudson division. Mr. Fleming was transferred to the Mohawk division as assistant superintendent in July, 1911, and in September, 1913, was appointed superintendent of the Buffalo division. He was transferred to the Mohawk division in April, 1918, and in May, 1924, was promoted to general superintendent at Albany. He was appointed assistant general manager at Syracuse, N. Y., in January, 1927, and was appointed vice-president and general manager, Buffalo and East, on December 1, 1936.

FINANCIAL, LEGAL AND ACCOUNTING

A. J. Baumann has been appointed attorney on the St. Louis-San Francisco, a newly created position, with headquarters at St. Louis, Mo.

H. A. Phillips has been appointed assistant secretary of the Texas & Pacific, with headquarters at Dallas, Tex., succeeding **L. C. Lankford.**

Harry L. Filer, assistant general counsel of the New York, New Haven & Hartford, has been promoted to general solicitor, with headquarters as before at New Haven, Conn.

E. W. Thomas, assistant chief clerk in the claim department of the Atchison, Topeka & Santa Fe at Los Angeles, Cal., has been promoted to district freight claim agent at San Francisco, succeeding **J. A. McGrath,** who has retired.

T. B. Collins, assistant land and tax agent on the Union Pacific at Portland, Ore., has been promoted to general tax and right of way agent at that point, succeeding **George W. McMath,** whose promo-

tion to manager, industrial development, with headquarters at Portland, is announced elsewhere in these columns.

Henry W. Willen, whose promotion to general claims agent of the Louisville & Nashville, with headquarters at Louisville, Ky., was announced in the *Railway Age* of December 28, was born in Louisville on January 18, 1894, and graduated from the Jefferson School of Law and was admitted to the bar in 1917. He entered railway service on May 1, 1910, as a mail clerk in the law department, later becoming a stenographer in that department. During the first World War he served overseas as a lieutenant in the field artillery and returned to the L. & N. on September 1, 1919, as a claim agent. On January 1, 1926, Mr. Willen was promoted to chief clerk in the general claims office at Louisville and on October 1, 1934, he was advanced to district claim agent. On July 1, 1938, he was further advanced to assistant general claims agent, with headquarters at Louisville, the position he held until his promotion January 1.

Henry W. Willen

James Pate Hamilton, whose promotion to general claims attorney of the Louisville & Nashville, with headquarters at Louisville, Ky., was announced in the *Railway Age* of December 28, graduated from the Jefferson School of Law at Louisville and was admitted to the bar in 1922. He first entered railway service in 1907 as a stenographer and telegraph operator for the L. & N. at Marietta, Ga., and served in various capacities at Etowah, Tenn., La Grange, Ky., and Louisville. In 1918 he was promoted to chief clerk in the newly organized safety department, and in March, 1920, ne was appointed chief clerk to the general claims attorney. Mr. Hamilton was advanced to the newly-created position of assistant general claim agent on July 1, 1925, and on July 1, 1938, he was promoted to general claim agent, with headquarters as before at Louisville, the position he held until his recent promotion, effective January 1.

James Pate Hamilton

James J. Donohue, whose promotion to general attorney on the Louisville & Nashville, with headquarters at Louisville, Ky., was announced in the *Railway Age* of December 28, was born at Covington, Ky., and attended the Jefferson School of Law. He entered railway service on June 10, 1887, as an office boy in the general office of the L. & N. at Louisville, and later served successively as a stenographer, chief clerk in the real estate department and law agent. On June 30, 1910, he was promoted to chief law agent for Kentucky and on September 30, 1916, he was promoted to assistant district attorney for Kentucky. Mr. Donohue was further advanced to general claims attorney on September 30, 1918, the position he held until his recent promotion.

James J. Donohue

R. R. Stant has been appointed auditor of station accounts and overcharge claims of the Chesapeake & Ohio, with headquarters at Richmond, Va., succeeding **J. F. Andrews,** who has been appointed assistant comptroller at Cleveland, Ohio.

J. E. Quinn has been appointed assistant auditor of the Florida East Coast, with headquarters at St. Augustine, Fla., in charge of all matters heretofore handled by the auditor of disbursements. **A. E. Woodhouse,** auditor of disbursements, has resigned, effective January 1.

Judge C. D. Clark, general attorney of the Baltimore & Ohio Chicago Terminal and **Henry D. Sheean,** general solicitor, both with headquarters at Chicago, retired on January 1. **T. M. Butters** and **E. C. Ledman,** division attorneys on the B. & O. C. T., have been promoted to general attorneys for that road and also division attorneys for the Baltimore & Ohio, with headquarters as before at Chicago.

Albert B. Enoch, general attorney on the Chicago, Rock Island & Pacific at Chicago, has been promoted to assistant general solicitor, a newly created position, with the same headquarters and **Milton V. Thompson,** assistant general attorney, has been advanced to general attorney in charge of litigation in Illinois, succeeding **Daniel Taylor,** whose death on December 2 was announced in the *Railway Age* of December 7.

W. H. Sellers has been appointed assistant secretary and assistant treasurer of the Gulf Coast Lines and the International Great Northern and secretary and treasurer of the Houston Belt & Terminal, with headquarters at Houston, Tex., succeeding **E. G. Wagner,** whose appointment as treasurer for the trustee of the Missouri Pacific Lines, with headquarters at St. Louis, Mo., was announced in the *Railway Age* of November 9.

OPERATING

Ernest M. Price has been appointed acting trainmaster on the Northern Pacific at Tacoma, Wash.

O. R. Crooks, acting superintendent of the Toledo Terminal, has been appointed superintendent, a change of title, with headquarters as before at Toledo, Ohio.

H. G. Wyman has been appointed acting superintendent of dining cars and hotels of the Western Pacific, with headquarters at Oakland, Cal., succeeding **William K. McGillivray.**

R. G. May has been appointed trainmaster of the River division of the New York Central, with headquarters at Weehawken, N. J., and **S. T. Keiley** has been appointed trainmaster of the St. Lawrence, Ottawa and Adirondack divisions, with headquarters at Watertown, N. Y.

J. W. Myers, assistant superintendent on the Idaho division of the Union Pacific, with headquarters at Pocatello, Idaho, has been transferred to Salt Lake City, Utah, and his jurisdiction has been extended to include the Fifth and Sixth subdivisions and branches. The position of trainmaster at Salt Lake City has been abolished.

A. R. Everts, assistant superintendent on the Canadian Pacific at Medicine Hat, Alta., has been promoted to superintendent of the Kettle Valley division, with headquarters at Penticton, B. C., succeeding **Harry R. Younger,** whose appointment as district engineer of the Alberta district, with headquarters at Calgary, Alta., is announced elsewhere in these columns.

H. A. Pickering, assistant superintendent on the Canadian National, has been appointed superintendent of terminals, with headquarters as before at Halifax, N. S. Mr. Pickering was born at Boston, Mass., and entered railroad service as boy porter on the Canadian National at Halifax on October 11, 1909. In January, 1913, he became a messenger and shortly afterwards became laborer in the stores department,

where he remained for two years. On March 2, 1916, he re-entered the service as yardman at Halifax and in February, 1926, was promoted to assistant general yardmaster. Mr. Pickering became general yardmaster on August 17, 1931, and assistant superintendent on August 1, 1940.

H. M. Lawler, supervisor of wage agreements on the Gulf, Colorado & Santa Fe at Galveston, Tex., has been promoted to assistant to the general manager with the same headquarters, succeeding **S. C. Kirkpatrick,** whose promotion to assistant to the vice-president on the Atchison, Topeka & Santa Fe, with headquarters at Chicago, was announced in the *Railway Age* of January 4.

C. R. Megee, district manager, Car Service Division, Association of American Railroads, Pittsburgh, Pa., has been promoted to assistant to the chairman at Washington, D. C., effective January 1, to assume special duties as assigned. **J. F. Duesenberry,** district manager at Dallas, Tex., succeeds Mr. Megee as district manager at Pittsburgh. **H. A. Huckaba,** car service agent at San Francisco, Cal., has been promoted to district manager at Dallas, succeeding Mr. Duesenberry.

William Bartley, assistant superintendent of transportation of the New York, Chicago & St. Louis, has been promoted to superintendent of transportation, with headquarters as before at Cleveland, Ohio, succeeding **W. A. Collie,** whose death on December 13 was announced in the *Railway Age* of December 21. **D. M. Bender,** transportation supervisor, has been advanced to assistant superintendent of transportation, replacing Mr. Bartley, and **A. P. Wunderlich,** chief clerk in the office of the superintendent of transportation, has been appointed superintendent of car service.

Mr. Bartley was born in Cleveland and entered railway service in 1895 as a messenger in the Cleveland freight office of the Big Four. He later worked as a clerk and car accountant and in 1914 was appointed superintendent of the car service department of the Lake Erie & Western, with headquarters at Indianapolis, Ind. In 1923, when the Lake Erie & Western became part of the consolidated Nickel Plate system, he returned to Cleveland as superintendent of car service of the Nickel Plate and in 1938 he was appointed assistant superintendent of transportation.

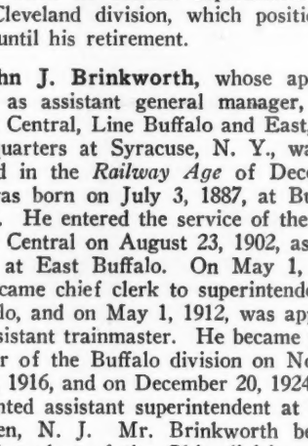
W. J. Yates has been appointed superintendent of the Cleveland, Ohio, division of the Railway Express Agency, succeeding **W. S. Warner,** who retired from active service on January 1, after 43 years in the express business. Mr. Yates entered the express service in Cleveland 33 years ago, as a wagon boy and later held many positions in the vehicle department in that city, becoming statistician in the manager's office. After service in the A. E. F. in France, Mr. Yates resumed his express career in August, 1919, as transportation clerk in the superintendent's office, then serving as chief messenger and route agent for five years. In July, 1937, Mr. Yates was appointed agent at Kalamazoo, Mich., and in October, 1940, went to Cleveland to handle Mr. Warner's work during a brief leave of absence, which the latter decided to make permanent on January 1.

Mr. Warner entered the express service as a stenographer at Cleveland and later

W. J. Yates

became agent at Springfield, Ohio. In 1910 he was transferred to Spokane, Wash., to take charge of the general agency, later being transferred to Salt Lake City, Utah, and Omaha, Neb., successively. He continued as general agent at Omaha until 1927, when he became superintendent of the Cleveland division, which position he held until his retirement.

John J. Brinkworth, whose appointment as assistant general manager, New York Central, Line Buffalo and East, with headquarters at Syracuse, N. Y., was reported in the *Railway Age* of December 28, was born on July 3, 1887, at Buffalo, N. Y. He entered the service of the New York Central on August 23, 1902, as yard clerk at East Buffalo. On May 1, 1909, he became chief clerk to superintendent at Buffalo, and on May 1, 1912, was appointed assistant trainmaster. He became trainmaster of the Buffalo division on November 1, 1916, and on December 20, 1924, was appointed assistant superintendent at Weehawken, N. J. Mr. Brinkworth became superintendent of the Ohio division, Ohio Central lines, on April 1, 1926, and superintendent at Buffalo on January 16, 1930.



John J. Brinkworth

He was assistant superintendent at Buffalo from October 10, 1931, to October, 1937, when he became superintendent of the New York Terminal district and River division at New York, the position he held until his recent appointment.

W. A. Roberts has been appointed superintendent of telegraph of the Texas & Pacific, with headquarters at Dallas, Tex., succeeding **Frank Porterfield Gillespie,** who retired on January 1. Mr. Gillespie was born at Prairie Station, Miss., on March 29, 1870, and entered railway service in 1889 as a telegraph operator on the St. Louis, Arkansas & Texas (now part of the St. Louis Southwestern). In October, 1892, he went with the Texas & Pacific and in June, 1899, he was appointed chief clerk to the general baggage agent. In January, 1901, Mr. Gillespie was appointed chief clerk to the superintendent of telegraph and in March, 1919, he was advanced to superintendent of telegraph, the position he held until his retirement.

F. G. Hoskins, general superintendent of the Maryland district of the Baltimore & Ohio, has been promoted to general manager, Eastern lines, with headquarters as before at Baltimore, Md., succeeding **C. W. Van Horn,** who has been elected

F. G. Hoskins

vice-president. **Charles M. Shriver,** superintendent of the Cumberland division at Cumberland, Md., has been promoted to general superintendent of the Maryland district, with headquarters at Baltimore. **J. Edwards, Jr.,** superintendent of the Monongah division at Grafton, W. Va., has been transferred to the Cumberland division. **A. R. Carver,** superintendent of the Wheeling division at Wheeling, W. Va., has been transferred to the Monongah division. **O. C. Lott,** assistant superintendent of the Pittsburgh division at Pittsburgh, Pa., has been promoted to superintendent of the Wheeling division. **R. A. J. Morrison,** trainmaster of the Pittsburgh division, has been promoted to assistant superintendent at Pittsburgh, Pa. **T. J. Klauenberg,** assistant trainmaster at Fairmont, W. Va., has been promoted to trainmaster of the Pittsburgh division at Pittsburgh.

Mr. Hoskins was born in Philadelphia, Pa., on July 25, 1883, and was educated in the public schools of that city, Drexel Institute and the University of Pennsylvania, receiving a degree in civil engineering. Mr.

Hoskins was engaged as assistant in structural steel work and bridge construction prior to entering the service of the Baltimore & Ohio on August 1, 1907, as draftsman in the bridge department. Later he served successively as assistant division engineer, assistant engineer and division engineer of the Connellsville and Philadelphia divisions. He was appointed superintendent of the Ohio River division in April, 1916, and with the exception of two years

Charles M. Shriver

and four months when he was assigned to the American Railway Association (now the Association of American Railroads) and the United States Railroad Administration in the handling of troops and supplies during the war, was superintendent of the Wheeling division. Mr. Hoskins was appointed superintendent of Baltimore terminals in June, 1919, and in April, 1921, became superintendent of the Baltimore division. He was appointed general superintendent of the Maryland district on December 1, 1930, which position he held until his recent appointment.

Mr. Shriver was born on January 9, 1893, at Baltimore, Md., and was educated in the public schools, Boys Latin School and Lehigh University. He entered the service of the Baltimore & Ohio in June, 1910, as machinist apprentice, becoming a machinist in July, 1915. In January, 1916, he was appointed an inspector of fuel service, and was promoted to assistant road foreman of engines in April, 1916, becoming assistant trainmaster in March, 1917. In May, 1917, he was promoted to trainmaster and from July, 1918, to May, 1919, he was furloughed for military service, returning to the Baltimore & Ohio in May, 1919, as trainmaster. He was advanced to assistant superintendent of terminals at Baltimore in July, 1920, becoming superintendent of terminals in June, 1921, and superintendent of the Baltimore division on December 1, 1930. He was transferred to Cumberland, Md., in July, 1936, as superintendent of the Cumberland division, which position he retained until his recent appointment.

TRAFFIC

George W. McMath, general tax and right of way agent on the Union Pacific at Portland, Ore., has been promoted to manager, industrial development, with headquarters at Portland, a newly created position. **Ben T. Lombard,** chief clerk to the assistant to the president at Seattle, Wash., has been appointed assistant manager, industrial development, with headquarters at Portland.

H. H. Chadwick has been appointed general agent of the Duluth, South Shore & Atlantic and the Mineral Range, with headquarters at Washington, D. C.

Charles C. Taylor, division freight traffic manager on the Gulf, Mobile & Ohio, retired on December 31 after 47 years service.

D. W. Anderson has been appointed division freight agent of the Seaboard Air Line at Atlanta, Ga., succeeding **B. J. King,** who has been transferred to Jacksonville, Fla., to succeed **E. H. Hatcher.**

S. L. Love, traffic representative for the Missouri Pacific at Salt Lake City, Utah, has been promoted to general agent at that point, succeeding **E. F. Bertling,** who retired on January 1.

Eugene R. Field, traveling freight and passenger agent on the Union Pacific at St. Louis, Mo., has been promoted to general agent at Des Moines, Iowa, succeeding **Fred P. Stafford.**

A. E. Ladwig, general freight agent on the Chicago & North Western, with headquarters at Chicago, died at his home in Winnetka, Ill., on January 8. Mr. Ladwig had been ill for several weeks.

J. A. Schroder, formerly general traffic agent for the Norfolk Southern at Chicago, has been appointed general agent at that point for the Minneapolis, Northfield & Southern and also assistant general agent for the Missouri-Illinois Railroad.

J. D. Reynolds, assistant to the general freight agent-rates, on the Nashville, Chattanooga & St. Louis, has been promoted to assistant general freight agent-rates, a change of title, with headquarters as before at Nashville, Tenn.

A. W. Hendrickson, commercial agent for the Minneapolis & St. Louis at Minneapolis, Minn., has been promoted to manager, industrial development department, a newly created position, with headquarters at Minneapolis.

F. A. Pullman, assistant general passenger agent for the Pullman Company, has been appointed acting general passenger agent, with headquarters at Chicago, succeeding **G. Victor Kurz,** whose death on November 29 was announced in the *Railway Age* of December 7.

George Brunner, general agent for the Missouri Pacific at New York, has been appointed general eastern freight agent, with supervision over New York, Boston, Philadelphia and Buffalo agencies. **Charles Hofer,** commercial agent at St. Joseph, Mo., has been appointed general agent at New York, to succeed Mr. Brunner.

William FitzGerald, freight traffic manager of the Chesapeake & Ohio, has been promoted to general freight traffic manager, with headquarters as before at Richmond, Va., succeeding **A. P. Gilbert,** who has retired at his own request, effective December 31, 1940, after more than 50 years of service. **P. J. Tierney,** assistant freight traffic manager, has been promoted to freight traffic manager, with headquarters as before at Richmond. **G. B. Moellmann** has been appointed assistant general freight agent.

Robert M. Edgar, division freight agent of the New Hampshire division of the Boston & Maine, with headquarters at Concord, N. H., has been promoted to assistant general freight agent, with headquarters at Boston, Mass. **Harold J. Lee,** traffic representative at New York, has been promoted to division freight agent, succeeding Mr. Edgar. **Donald P. Felt** has been promoted to district freight agent at Springfield, Vt., where he will also perform similar duties for the Springfield Terminal railway. Mr. Felt's territory will embrace western New Hampshire and eastern Vermont.

E. Frank Reed, industrial agent of the Boston & Maine, has been promoted to manager of the industrial department, with headquarters at Boston, Mass., succeeding **Col. Arthur N. Payne,** whose retirement was reported in the *Railway Age* of December 28. Mr. Reed attended the public schools and was graduated from the high school in Malden, Mass. He entered the service of the Boston & Maine in 1918 as office boy and after advancing through various clerical positions in the freight traffic department, became chief clerk at Portland, Me., in 1924. Mr. Reed then served as chief clerk to the vice-president in charge of traffic at Boston and in November, 1926, was appointed in charge of the service bureau. In January, 1928, he was appointed industrial agent, the position he held until his recent appointment as manager of the industrial department.

Press Bancroft, general agent for the Southern Pacific at St. Louis, Mo., has been transferred to Chicago, succeeding **A. C. Hedlund,** whose death on December 2 was announced in the *Railway Age* of December 7. **A. K. Swann,** general agent at Atlanta, Ga., has been transferred to St. Louis, replacing Mr. Bancroft, and **T. G. Burgess,** commercial agent at Winston-Salem, N. C., has been promoted to general agent at Atlanta, relieving Mr. Swann. **E. H. Williams,** general agent at Kansas City, Mo., has been transferred to Indianapolis, Ind., succeeding **G. L. Halenkamp,** who has been transferred to Minneapolis, Minn. Mr. Halenkamp replaces **P. E. Carneck,** who has been transferred to Kansas City, relieving Mr. Williams. **T. H. Swann** of Atlanta has been appointed general agent at Winston-Salem, a newly created position.

Robert G. Henderson, assistant general freight agent of the Boston & Albany with headquarters at Boston, Mass., has been appointed general freight agent, with the same headquarters, succeeding **A. E. Allen,** who has retired, effective December 31, 1940, after more than 43 years of service. **W. L. Wheat** has been appointed division freight agent at Worcester,

Mass., succeeding **S. Lancaster,** who has been appointed assistant general freight agent at Boston, to succeed Mr. Henderson. **E. P. Gardiner,** general freight agent, has been appointed assistant to freight traffic manager, with headquarters as before at Boston.

Mr. Allen was born at Harwichport, Mass., and entered railway service on February 1, 1897, in the freight traffic department of the Boston & Albany and served until August, 1913, in various clerical positions in that department. From August, 1913, to March, 1920, Mr. Allen was assistant general freight agent and in March, 1920, he became general freight agent, the position he held until his retirement.

Melvin Philip Eckman, general agent for the Missouri Pacific at Los Angeles, Cal., has been promoted to general freight and passenger agent, with headquarters at Kansas City, Mo., succeeding **P. E. Watson,** whose death on August 29 was announced in the *Railway Age* of September 14. **G. C. Smith,** district manager of perishable traffic at Los Angeles, has been advanced to general agent at that point, replacing Mr. Eckman.

Mr. Eckman was born at Osborne, Kan., on January 26, 1893, and entered railway service on August 1, 1909, as a helper on

Melvin Philip Eckman

the Missouri Pacific at Osborne, later serving as a telegraph operator and station agent on the Northern Kansas division. On April 1, 1926, he became a traveling passenger agent at Kansas City and in September, 1926, he was appointed traveling freight agent at Hutchinson, Kan. Mr. Eckman was advanced to general agent at Hutchinson on February 1, 1935, and was promoted to assistant general freight agent at Omaha on January 16, 1936. On August 1, 1940, he was appointed general agent at Los Angeles, the position he held until his promotion on January 1.

ENGINEERING AND SIGNALING

R. C. Mathews, roadmaster on the Atchison, Topeka & Santa Fe at La Junta, Colo., has been promoted to division engineer of the Panhandle & Santa Fe, with headquarters at Slaton, Tex.

George J. Adamson, district engineer of the Eastern district of the Union Pacific, has been promoted to assistant chief engineer, with headquarters as before at Omaha, Neb., and **L. W. Althof,** division engineer of the Oregon division of the Union Pacific, with headquarters at Portland, Ore., has been promoted to district engineer of the Eastern district, succeeding Mr. Adamson. **L. F. Racine,** general roadmaster, with headquarters at Portland, Ore., has been appointed division engineer at that point, relieving Mr. Althof. **W. F. Hart,** general roadmaster of the Nebraska division, has been appointed division engineer, with headquarters as before at Omaha, replacing **R. M. Jolley,** who has been assigned to the staff of the chief engineer at Omaha.

Oscar Hansen, assistant engineer of bridges and buildings of the Central of Georgia, with headquarters at Savannah, Ga., has retired from active service, effective January 1.

T. E. Price, division engineer on the Canadian Pacific at Vancouver, B. C., has been promoted to district engineer of the Manitoba district, with headquarters at Winnipeg, Man., succeeding **J. C. Holden,** who retired on December 31.

R. P. Hart, assistant bridge engineer of the Missouri Pacific, has been promoted to bridge engineer, with headquarters as before at St. Louis, Mo. Mr. Hart succeeds to a position that has been vacant since the promotion of **F. E. Bates** to chief engineer in July, 1938.

A. Leckie has been appointed engineer-roadmaster on the Kansas City Terminal division of the Kansas City Southern, with headquarters at Kansas City, Mo., succeeding **W. J. Lank,** whose appointment as division engineer of the Southern division, with headquarters at Shreveport, La., was announced in the *Railway Age* of December 28.

R. J. Gammie, general roadmaster on the Texas & Pacific, with headquarters at Ft. Worth, Tex., has been promoted to engineer maintenance of way, with headquarters at Dallas, Tex., succeeding **R. H. Gaines,** who retired on January 1. **H. L. Bunn,** assistant engineer, with headquarters at Big Spring, Tex., has been appointed general roadmaster at Ft. Worth, relieving Mr. Gammie.

Harry R. Younger, division superintendent on the British Columbia district of the Canadian Pacific at Penticton, B. C., has been appointed district engineer of the Alberta district, with headquarters at Calgary, Alta., succeeding **Thomas Lees,** who has been transferred to the British Columbia district, with headquarters at Vancouver, B. C. Mr. Lees relieves **Frank Lee,** who retired on January 1.

Mr. Lee was born in Chicago on March 7, 1873, and attended the Sheffield Scientific School of Yale University. He entered railway service in 1894 as a rodman and draftsman on the location and construction of the Trinidad Government Railways at Trinidad, B. W. I. In May, 1896, he went with the Chicago & North Western as a rodman, later being promoted successively to instrumentman and assistant engineer. In September, 1901, he was appointed assistant signal engineer, and in November, 1902, he went with the Canadian Pacific as signal engineer. In January, 1904, he was appointed assistant division engineer at Calgary, Alta., and in August, 1904, he was appointed assistant engineer, Western lines, with headquarters at Winnipeg, Man. A year later Mr. Lee was appointed division engineer at Winnipeg and in April, 1912, he was advanced to principal assistant engineer at Winnipeg. He was promoted to engineer maintenance of way of the Eastern lines, with headquarters at Montreal, Que., in November, 1917, and was transferred to the Western lines, with headquarters at Winnipeg, in November, 1919. He was appointed district engineer of the British Columbia district in September, 1927, the position held until his retirement on January 1.

Harvey F. Hamilton, assistant to the chief engineer of the Great Northern, with headquarters at St. Paul, Minn., retired on December 31. Mr. Hamilton was born at Madison, Wis., on December 14, 1870, and graduated in civil engineering from the University of Wisconsin in 1892. In that year he entered railway service as a rodman on the Chicago, Milwaukee, St. Paul & Pacific, later being promoted to instrumentman. On January 2, 1894, he went with the Great Northern and served in various positions on both maintenance and construction work until January, 1905, when he was appointed resident engineer at Minot, N. D. In January, 1913, Mr. Hamilton was transferred to a similar position at St. Paul and on May 1, 1925, he was promoted to assistant to the chief engineer, which position he held until his retirement. He also served as chief engineer of the St. Paul Union Depot Company from May, 1927, to January, 1939.

Willard Jerome Strout, acting chief engineer of the Bangor & Aroostook, has been appointed chief engineer, effective January 1, with headquarters as before at Houlton, Me. Mr. Strout was born at Milo, Me., on May 3, 1906, and was graduated from the University of Maine in

Willard Jerome Strout

1929, with a bachelor of science degree in civil engineering. He entered railroad service on March 3, 1926, as trackman on

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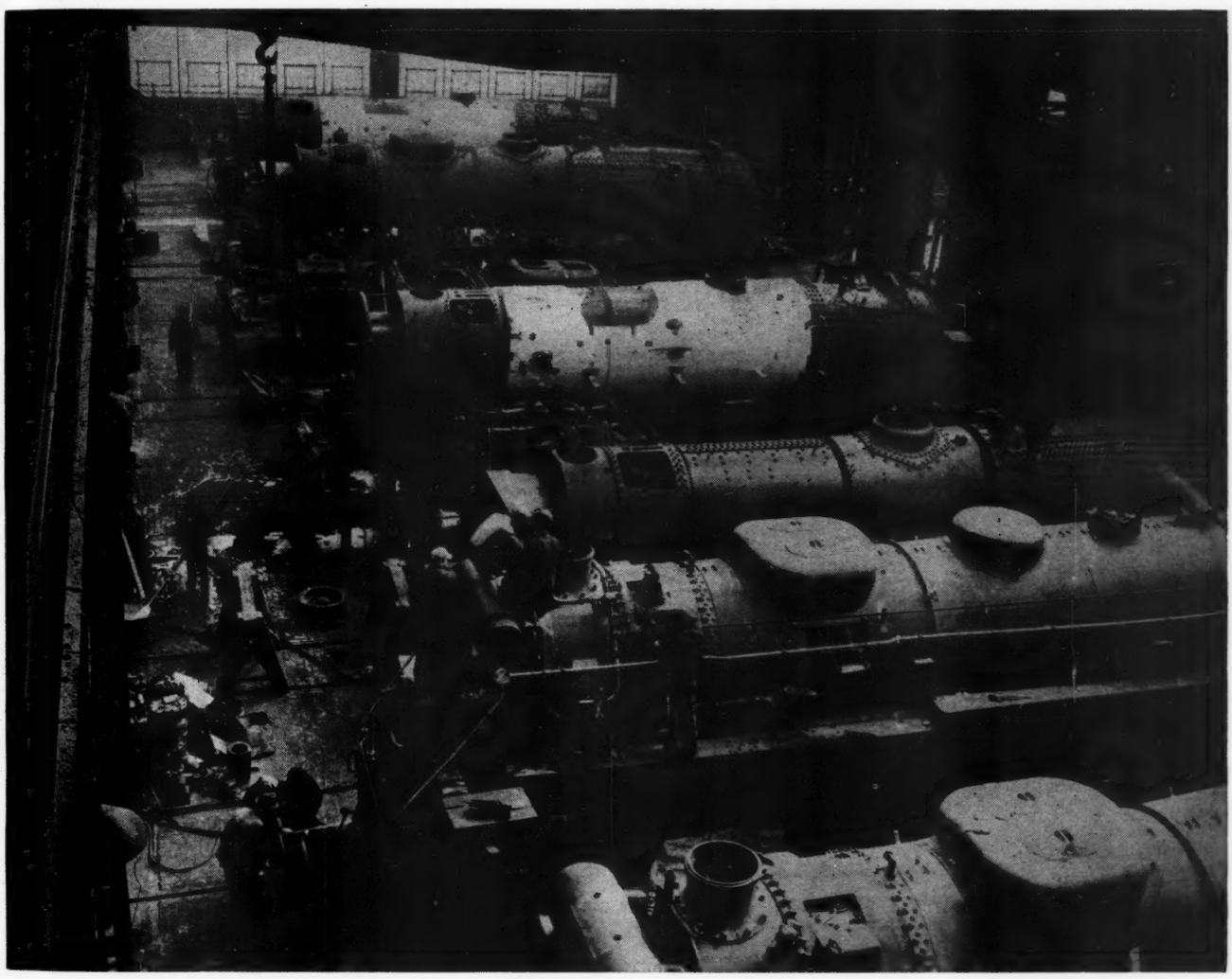

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the Bangor & Aroostook, serving in that capacity until September, 1926, when he returned to school. From March 11 to April 26, 1927, he served as laborer and machinist helper, mechanical department, and from July 18 to July 26, 1927, he was laborer, store department, same road. After graduation from college Mr. Strout entered regular service of the Bangor & Aroostook on June 10, 1929, as special engineer. From June 1 to October 15, 1932, he served as acting superintendent, bridge and building department, and then served until August 31, 1938, as superintendent, bridge and building department. Mr. Strout was appointed assistant engineer in the chief engineer's office on September 1, 1938, which position he held until January 1, 1940, when he was promoted to principal assistant engineer, becoming acting chief engineer the following month.

Henry Warren Fenno, whose retirement as engineer maintenance of way of the New York Central, west of Buffalo, on December 31, was announced in the

Henry Warren Fenno

Railway Age of January 4, was born at Dorchester, Mass., on December 16, 1870, and was educated at Lowell Institute at Boston, Mass. He entered railway service in November, 1891, in the engineering department of the New York & New England (now a part of the New York, New Haven & Hartford) where he was engaged on preliminary and location surveys between South Norwalk, Conn., and New York. From January, 1893 to October, 1904, he was in the service of the Boston & Albany, being first assistant engineer in the office of the division engineer during the last two years of that period. In October, 1904, Mr. Fenno was appointed chief draftsman and office engineer on the Lake Shore & Michigan Southern (now a part of the New York Central) and in 1906 he was promoted to resident engineer of the Eastern division, with headquarters at Dunkirk, N. Y. In February, 1913, he was transferred to the Western division, with headquarters at Chicago, and in March, 1916, the Illinois division was added to his territory. He was promoted to division engineer in 1917. Mr. Fenno was appointed engineer maintenance of way of the New York Central, west of Buffalo, with headquarters at Cleveland, Ohio, on November 1, 1927, and continued in that position until his retirement.

MECHANICAL

W. S. Mosely, mechanical engineer of the Clinchfield, with headquarters at Erwin, Tenn., has also been appointed assistant to the general manager.

Edward Greig Bowie, whose promotion to superintendent of the motive power and car departments of the Western lines of the Canadian Pacific, with headquarters at Winnipeg, Man., was announced in the *Railway Age* of December 28, was born in Winnipeg on August 20, 1892, and entered railway service on June 25, 1907, as a clerk in the traffic department of the Canadian Pacific. On March 15, 1909, he became an apprentice machinist and from April 7, 1913, to March 15, 1914, he served also as an assistant dynamometer car operator. On the latter date he became a machinist at Winnipeg and later served successively as a clerk in the mechanical department at Calgary, Alta., iron machinst in the car department at Montreal, Que., inspector in the locomotive department, machinist and dynamometer car operator. On December 10, 1915, he was appointed assistant foreman in the locomotive department at Ottawa, Ont., and on May 18, 1916, he was transferred to Outremont, Que. Mr. Bowie was promoted to locomotive foreman at Sherbrooke, Que., on November 9, 1916, transferred to Smith's Falls, Ont., on March 1, 1917, and advanced to general foreman at McAdam, N. B., on June 1, 1918. On April 1, 1920, he was promoted to division master mechanic at Brownville Junction, Me., and was later transferred to Schreiber, Ont., and London, Ont. On January 1, 1928, he was appointed district master mechanic, with headquarters at

Edward Greig Bowie

North Bay, Ont., later being transferred successively to Moose Jaw, Sask., and Vancouver, B. C. Mr. Bowie was appointed works manager of the Ogden shops at Calgary on July 1, 1936, and on October 16, 1937, he was promoted to assistant superintendent of motive power, with headquarters at Winnipeg, the position he held until his recent promotion, which was effective January 1.

OBITUARY

A. Charles Hagensick, who retired in April, 1939, as assistant secretary of the Chicago, Milwaukee, St. Paul & Pacific, died in Milwaukee, Wis., on December 17.

William C. Albee, who retired as division superintendent on the Northern Pacific at Tacoma, Wash., in the latter part of 1925, died in the Northern Pacific hospital in that city on December 26.

F. L. Hanna, who retired as assistant general freight and passenger agent on the Atchison, Topeka & Santa Fe at Phoenix, Ariz., on October 1, 1939, died of a heart attack on January 1 at Los Angeles, Cal.

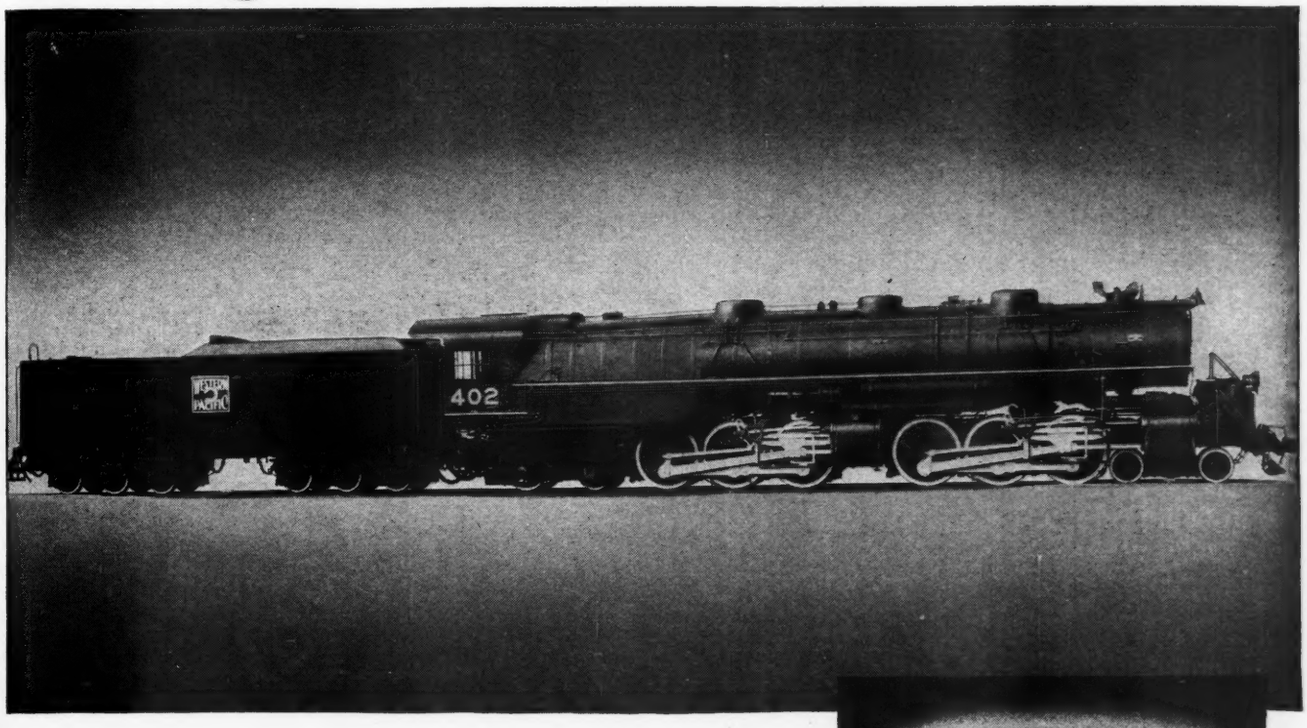
John Duncan, president of the Litchfield & Madison, with headquarters at St. Louis, Mo., died of heart disease at his home in Alton, Ill., on December 31. Mr. Duncan had been in ill health for several months.

Robert Anderson Rutledge, at one time chief engineer of the Eastern lines of the Atchison, Topeka & Santa Fe, who retired in 1933 as district engineer of the Western lines, with headquarters at Amarillo, Tex., died on January 5 at Lawrence, Kan. Mr. Rutledge was born on December 13, 1863, at Jamestown, Pa., and was educated in civil engineering at the University of Kansas. He entered the service of the Gulf, Colorado & Santa Fe in 1897 as an instrumentman and was promoted successively through the positions of assistant engineer, division engineer and district engineer. In 1915 he was promoted to chief engineer of the Eastern lines of the Santa Fe, with headquarters at Topeka, Kan., and in 1917 he was appointed district engineer on the Western lines at Amarillo, the position he was holding at the time of his retirement.

Andrew E. Lawler, general auditor of the Illinois Central system, with headquarters at Chicago, died on January 6 at Miami, Fla., of peritonitis following an operation for appendicitis on December 30. Mr. Lawler was born in Lexington, Tenn., on August 15, 1885. After graduation from Union University, he entered the service of the Illinois Central on December 11, 1906, as assistant timekeeper in the superintendent's office at Memphis, Tenn. He later rose successively through the positions of chief timekeeper, assistant chief clerk to superintendent, division accountant, and chief clerk to superintendent. He was made traveling auditor on December 16, 1918, and six months later he became chief traveling auditor of the Northern and Western lines, with headquarters at Chicago. His jurisdiction was extended over the entire railroad on March 1, 1920. In 1931, when consolidations were made in the accounting department, Mr. Lawler took charge of the grand divisional accounting offices at Champaign, Ill., Memphis, Tenn., and Waterloo, Iowa, as well as of the superintendent's accounting force at Chicago. On April 1, 1932, he was promoted to auditor of disbursements, and in January, 1938, he was advanced to general auditor of the system, with headquarters as before at Chicago.

Table of Revenues and Expenses begins on next left-hand page

Protect your mallets...



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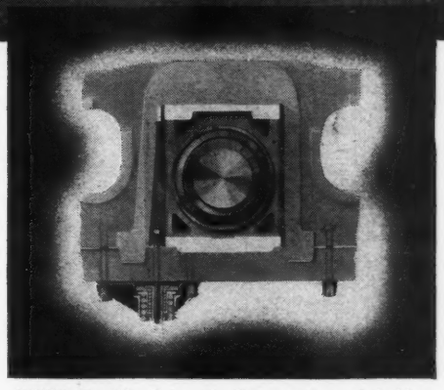
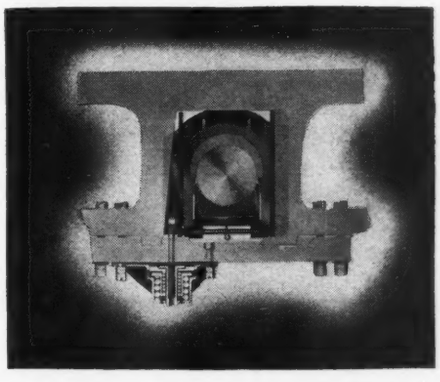
Mallets, because of the large number of drivers, formerly meant multiplied troubles because of improperly adjusted driving box wedges. This condition no longer bothers the progressive railroads as they now keep their wedges adjusted automatically and correctly . . . with Franklin Automatic Compensators and Snubbers. » » » The Automatic Compensator and Snubber maintains a constant accurate adjustment. It compensates for wear and for quick changes in temperature, which in many cases varies as much as 250 degrees in short periods of time. Slack & Pound are eliminated and the destructive effect of abnormal shocks is prevented. » » » Wedge adjustment worry is a thing of the past, even on Mallets. Our engineers will be glad to consult with you on applying Franklin Automatic Compensators and Snubbers to your new or old power.





ABOVE: Franklin Automatic Compensator and Snubber for Roller Bearing Driving Box application. BELOW: Franklin Automatic Compensator and Snubber for Friction Bearing Driving Box application.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK
CHICAGO
MONTREAL

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1940

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Operating income	Net railway operating income 1940	Net railway operating income 1939
Akron, Canton & Youngstown	Nov.	171	$210,783	$30	$218,917	$28,968	$18,208	$14,044	$62,068	$133,608	61.0	$85,309	$71,363	$59,087	$30,254
	11 mos.	171	2,079,143	360	2,167,579	307,296	226,909	155,896	634,532	1,431,713	66.1	735,866	561,285	429,619	267,484
Alton	Nov.	959	963,298	193,863	1,363,209	158,101	255,079	46,553	542,472	1,075,545	78.9	287,664	196,214	33,810	118,979
	11 mos.	959	10,497,496	2,304,215	14,927,081	2,341,300	2,501,308	512,318	6,066,856	12,207,710	81.8	2,719,371	1,707,207	—152,627	729,041
Atchison, Topeka & Santa Fe System	Nov.	13,409	12,591,881	1,405,349	15,299,466	1,810,396	3,132,523	494,185	5,187,599	10,943,258	71.5	4,356,208	2,777,296	2,834,966	1,874,599
	11 mos.	13,414	124,180,279	16,791,038	154,158,715	22,586,535	32,745,171	5,237,135	53,637,123	118,095,477	76.6	36,063,238	19,824,319	20,585,959	17,369,943
Atlanta & West Point	Nov.	93	119,651	24,269	167,037	14,671	26,375	9,040	71,340	132,001	79.0	35,036	20,404	5,055	—3,792
	11 mos.	93	1,233,963	264,774	1,742,120	223,340	298,877	94,757	728,695	1,461,887	83.9	280,233	147,293	10,418	—11,058
Western of Alabama	Nov.	133	128,144	24,380	171,643	18,909	29,085	8,493	57,788	124,055	72.3	47,588	27,131	25,839	17,249
	11 mos.	133	1,226,025	263,277	1,675,877	210,353	327,430	89,745	634,679	1,365,317	81.5	310,560	137,754	158,672	134,733
Atlanta, Birmingham & Coast	Nov.	639	273,469	6,242	298,193	45,215	58,385	23,074	119,744	261,653	87.7	36,540	11,208	—10,266	—19,993
	11 mos.	639	2,697,648	212,315	3,135,566	519,997	576,224	261,369	1,327,078	2,849,449	90.9	286,117	3,326	—225,087	—82,481
Atlantic Coast Line	Nov.	5,100	3,492,355	443,184	4,367,499	353,447	819,750	182,317	1,640,496	3,167,810	72.5	1,199,689	849,689	704,831	371,375
	11 mos.	5,101	33,190,265	7,180,081	44,976,127	4,818,393	9,281,996	1,745,697	18,085,885	36,035,928	80.1	8,940,199	4,690,199	2,672,261	3,375,048
Charleston & Western Carolina	Nov.	343	203,616	1,824	210,079	39,964	32,776	10,122	68,644	157,302	74.9	52,777	27,777	29,726	18,113
	11 mos.	343	2,298,261	17,846	2,365,635	345,048	435,844	102,360	767,619	1,716,581	72.6	649,054	401,054	372,177	429,268
Baltimore & Ohio	Nov.	6,382	14,339,944	875,785	16,110,674	1,773,355	3,391,655	400,949	5,344,936	11,457,357	71.1	4,653,317	3,653,779	3,321,470	3,423,282
	11 mos.	6,381	144,685,226	9,539,902	163,674,452	16,205,654	36,686,765	4,541,938	56,661,106	121,068,237	74.0	42,606,215	31,933,519	27,801,780	24,049,980
Staten Island Rapid Transit	Nov.	24	54,727	65,148	127,340	15,668	30,251	1,537	75,869	134,572	105.7	—7,232	—34,507	—42,596	—27,041
	11 mos.	24	636,657	744,349	1,475,501	124,137	280,928	12,482	842,518	1,384,721	93.8	90,780	—193,156	—262,789	—236,852
Bangor & Aroostook	Nov.	603	296,976	12,742	326,053	59,476	77,930	5,021	107,902	272,453	83.6	53,600	25,378	36,010	82,836
	11 mos.	603	4,092,503	152,915	4,427,447	964,239	897,471	56,408	1,257,502	3,424,650	77.4	1,002,797	596,825	700,392	831,254
Bessemer & Lake Erie	Nov.	224	1,805,395	710	1,815,878	95,252	335,852	12,796	254,588	731,879	40.3	1,083,999	760,931	839,188	918,213
	11 mos.	224	16,998,176	6,911	17,101,979	1,213,838	3,514,747	144,796	2,485,983	7,723,055	45.2	9,378,924	6,473,844	7,080,876	4,895,771
Boston & Maine	Nov.	1,910	3,062,171	559,708	4,106,160	455,800	589,670	65,984	1,568,404	2,824,820	68.8	1,281,340	974,046	726,101	599,150
	11 mos.	1,910	31,344,397	6,414,268	43,190,211	5,465,306	6,487,188	713,233	16,911,648	31,266,105	72.4	11,924,106	8,593,048	6,104,715	6,136,755
Burlington, Rock Island	Nov.	255	79,115	16,036	102,353	22,460	14,561	4,297	53,710	103,993	101.6	—1,640	—10,867	—16,655	22,963
	11 mos.	255	844,550	205,303	1,136,110	189,439	191,251	49,675	546,860	1,084,996	95.5	51,114	—58,967	—122,109	—15,878
Cambria & Indiana	Nov.	37	151,757	.....	151,874	10,691	57,040	408	13,111	86,309	56.83	65,565	22,948	93,664	93,232
	11 mos.	37	1,425,603	.....	1,426,706	118,305	591,078	4,719	140,748	916,172	64.22	510,534	113,807	859,155	839,128
Canadian Pacific Lines in Maine	Nov.	234	151,185	13,005	178,154	22,660	33,453	7,511	71,667	138,212	77.6	39,942	25,878	11,982	11,401
	11 mos.	234	2,287,646	155,635	2,619,461	377,220	452,739	76,187	862,594	1,829,112	69.8	790,349	659,390	439,474	49,115
Canadian Pacific Lines in Vermont	Nov.	91	71,325	5,219	85,675	10,730	20,794	2,713	77,704	114,709	133.9	—29,034	—35,724	—56,034	—26,845
	11 mos.	91	877,882	80,565	1,069,853	150,415	258,905	27,482	726,371	1,194,617	111.6	—124,764	—201,541	—431,562	—518,201
Central of Georgia	Nov.	1,863	1,168,532	106,506	1,414,598	171,342	284,303	55,989	583,255	1,174,709	83.0	239,889	121,754	115,497	30,261
	11 mos.	1,865	12,242,971	1,194,926	15,036,212	2,035,442	3,064,855	595,993	6,456,086	13,001,448	86.5	2,034,764	704,556	533,857	524,455
Central of New Jersey	Nov.	710	2,396,095	331,497	2,912,694	295,076	702,439	43,874	1,214,683	2,360,884	81.1	551,810	111,922	—83,072	231,706
	11 mos.	710	26,478,229	3,949,939	32,548,207	3,062,254	7,189,025	524,321	13,038,000	24,939,956	76.6	7,608,251	2,923,292	1,063,004	1,729,123
Central of Vermont	Nov.	422	447,224	20,767	505,736	48,362	81,273	10,976	226,759	386,350	76.4	119,386	97,621	59,763	72,734
	11 mos.	422	5,089,088	323,012	5,820,991	799,285	912,788	128,437	2,453,417	4,505,116	77.4	1,315,875	1,050,442	628,476	248,242
Chesapeake & Ohio	Nov.	3,129	10,184,716	261,857	10,843,851	1,024,248	2,005,433	204,263	2,578,518	6,099,630	56.3	4,744,221	3,456,884	3,463,653	4,260,350
	11 mos.	3,118	115,363,470	3,049,269	122,922,913	11,432,531	22,713,303	2,279,937	28,448,066	68,223,382	55.5	54,699,531	37,083,636	37,427,291	33,232,972
Chicago & Eastern Illinois	Nov.	925	1,093,629	109,055	1,362,852	153,334	224,544	53,518	509,956	1,005,321	73.8	357,531	282,531	170,511	135,232
	11 mos.	925	11,157,807	1,354,666	14,197,291	1,746,388	2,532,298	611,256	5,615,794	11,194,020	78.9	3,003,271	2,080,271	715,188	831,220
Chicago & Illinois Midland	Nov.	131	440,720	662	464,846	52,449	70,483	19,976	103,104	265,773	57.2	199,073	142,680	132,883	118,839
	11 mos.	131	4,038,658	6,746	4,293,201	577,016	743,739	220,976	1,025,842	2,785,460	64.9	1,507,741	1,132,213	1,083,921	810,738
Chicago & North Western	Nov.	8,327	6,086,950	840,141	7,701,786	1,245,681	1,446,190	176,388	2,959,706	6,142,693	79.8	1,559,093	1,179,931	907,145	1,026,949
	11 mos.	8,325	65,451,995	10,501,661	84,710,456	12,338,975	16,505,157	2,076,433	32,731,748	67,162,924	79.3	17,547,532	11,293,187	8,525,100	5,437,691
Chicago, Burlington & Quincy	Nov.	8,958	7,166,042	691,709	8,765,707	798,800	1,391,881	226,797	2,945,849	5,663,839	64.6	3,101,868	2,081,139	1,739,579	1,586,595
	11 mos.	8,975	70,920,008	8,159,420	88,485,006	12,288,601	15,063,932	2,680,492	31,927,840	65,172,634	73.7	23,312,372	14,476,531	11,172,348	10,531,478
Chicago Great Western	Nov.	1,502	1,586,792	36,667	1,742,922	159,775	186,374	61,318	581,575	1,041,861	59.8	701,061	539,986	350,676	245,456
	11 mos.	1,502	15,255,188	438,482	16,909,178	2,164,220	2,580,250	654,006	6,212,690	12,176,483	72.0	4,732,695	3,526,500	1,416,370	1,506,137
Chicago, Indianapolis & Louisville	Nov.	549	700,635	31,433	798,466	77,619	151,453	26,061	277,077	563,598	70.6	234,868	191,096	106,081	115,531
	11 mos.	549	7,440,784	410,784	8,625,809	836,668	1,442,178	303,834	3,104,906	6,052,828	70.2	2,572,981	2,104,384	1,090,900	299,603

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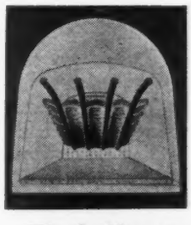

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1940—CONTINUED

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Operating income	Net railway operating income 1940	Net railway operating income 1939
Chicago, Milwaukee, St. Paul & Pacific	Nov.	10,858	$8,166,169	$628,776	$9,734,284	$1,195,410	$1,715,471	$214,996	$3,510,627	$7,039,141	72.3	$2,695,143	$1,961,143	$1,609,382	$1,559,845
	11 mos.	10,876	86,711,749	7,188,665	104,047,099	16,960,431	18,747,685	2,508,917	37,520,827	79,876,536	76.8	24,170,563	16,210,563	11,962,587	6,839,684
Chicago, Rock Island & Pacific	Nov.	7,900	5,414,903	628,327	6,642,745	785,833	1,228,982	282,813	2,491,026	5,121,296	77.1	1,521,449	1,116,540	760,925	563,802
	11 mos.	7,894	59,956,405	7,375,317	73,789,233	10,619,402	13,376,779	2,872,065	27,357,238	57,381,933	77.8	16,407,300	11,208,727	6,900,642	4,861,820
Chicago, St. Paul, Minneapolis & Omaha	Nov.	1,629	1,292,834	122,013	1,510,855	200,103	229,138	38,811	697,928	1,227,703	81.3	283,152	172,848	73,679	203,475
	11 mos.	1,629	13,991,526	1,426,602	16,492,140	2,366,343	2,831,805	431,776	7,356,170	13,716,562	83.2	2,775,578	1,510,367	286,407	140,923
Clinchfield Railroad	Nov.	308	679,037	3,274	687,669	35,200	121,207	20,613	127,255	320,214	46.6	367,455	294,804	309,659	313,118
	11 mos.	308	7,584,547	39,125	7,685,920	557,204	1,338,445	215,381	1,410,429	3,700,412	48.1	3,985,508	3,056,257	3,270,098	2,929,686
Colorado & Southern	Nov.	786	563,754	43,975	659,214	50,532	138,124	13,644	229,958	460,463	69.9	198,751	153,737	116,575	111,084
	11 mos.	786	4,993,224	407,942	5,952,021	990,589	1,221,694	157,418	2,333,005	5,004,676	84.1	947,345	235,797	—13,918	475,303
Fort Worth & Denver City	Nov.	902	444,450	55,173	491,235	47,258	72,709	18,917	161,713	331,070	67.4	160,165	128,297	99,112	106,388
	11 mos.	902	4,872,364	608,579	5,401,793	626,109	818,424	222,187	1,840,429	3,847,140	71.2	1,554,653	1,146,877	785,400	713,425
Columbus & Greenville	Nov.	168	93,160	3,913	102,812	15,353	13,782	5,421	34,470	79,016	76.9	23,796	12,125	13,210	—8,082
	11 mos.	168	971,852	47,914	1,081,703	158,419	158,630	50,827	390,472	891,997	82.5	189,706	56,916	69,413	154,940
Delaware & Hudson	Nov.	846	2,091,514	58,218	2,240,233	208,964	428,274	41,078	862,456	1,620,542	72.3	619,691	468,946	428,606	548,991
	11 mos.	846	22,425,130	901,443	24,452,409	2,595,449	4,528,512	471,106	8,769,529	17,258,156	70.6	7,194,253	5,503,502	5,148,000	5,122,955
Delaware, Lackawanna & Western	Nov.	995	3,279,156	507,100	4,265,246	205,992	700,965	108,672	1,872,174	3,040,960	71.3	1,224,286	782,886	761,914	711,298
	11 mos.	995	36,517,976	5,855,045	47,386,268	3,476,990	8,926,471	1,224,236	21,025,052	36,255,683	76.5	11,130,585	6,239,485	5,878,891	5,488,854
Denver & Rio Grande Western	Nov.	2,551	2,301,621	80,721	2,483,999	189,063	445,396	86,633	840,192	1,649,187	66.4	834,812	687,443	646,759	415,945
	11 mos.	2,554	21,363,338	1,365,890	23,891,855	3,090,909	5,467,931	882,443	8,484,641	18,844,785	78.9	5,047,070	2,942,500	2,226,686	1,328,542
Denver & Salt Lake	Nov.	232	262,549	3,699	275,645	16,694	40,641	2,524	73,068	141,197	51.2	134,448	109,022	153,512	94,657
	11 mos.	232	1,954,505	61,216	2,115,582	254,266	483,418	29,205	657,894	1,520,203	71.9	595,379	317,997	832,082	724,159
Detroit & Mackinac	Nov.	242	85,003	1,946	95,996	11,673	13,148	965	28,219	57,287	59.7	38,709	35,299	27,991	43,425
	11 mos.	242	676,558	23,023	784,846	131,072	127,978	10,518	269,546	569,532	72.6	215,314	176,763	128,633	123,152
Detroit & Toledo Shore Line	Nov.	50	316,460	.....	317,515	22,499	28,111	9,043	84,513	151,531	47.7	165,984	128,416	70,140	94,151
	11 mos.	50	3,362,482	.....	3,376,510	267,888	272,787	95,746	884,677	1,602,918	47.5	1,773,592	1,330,421	756,687	510,928
Detroit, Toledo & Ironton	Nov.	472	671,437	372	694,202	52,974	95,357	12,281	149,107	329,425	47.5	364,777	246,868	225,603	240,289
	11 mos.	472	6,574,399	2,725	6,783,529	702,450	989,770	134,630	1,558,212	3,607,036	53.2	3,176,493	2,264,460	2,032,868	1,764,844
Duluth, Missabe & Iron Range	Nov.	541	1,957,615	1,748	2,278,448	187,157	221,502	3,705	511,005	953,029	41.8	1,325,419	759,523	763,125	813,687
	11 mos.	541	23,546,695	18,584	27,395,906	2,122,162	2,516,396	46,293	4,386,409	9,430,640	34.4	17,965,266	12,786,233	12,787,642	7,860,976
Duluth, Winnipeg & Pacific	Nov.	175	124,723	1,066	129,353	23,317	19,867	2,093	52,671	101,865	78.7	27,488	17,289	1,082	11,647
	11 mos.	175	1,319,139	11,355	1,366,385	278,374	218,101	23,402	537,964	1,095,020	80.1	271,365	162,685	—5,441	—65,386
Elgin, Joliet & Eastern	Nov.	390	1,909,545	4	2,196,440	144,007	313,163	15,062	730,170	1,234,951	56.2	961,489	687,523	574,137	670,312
	11 mos.	390	16,888,577	91	19,858,089	1,530,073	3,269,822	164,695	7,158,319	12,504,930	63.0	7,353,159	5,363,387	4,293,617	2,863,279
Erie	Nov.	2,268	6,856,675	336,337	7,700,715	609,967	1,393,442	177,465	2,848,152	5,295,611	68.8	2,405,104	1,826,705	1,309,693	1,192,741
	11 mos.	2,268	69,401,688	4,185,404	78,917,288	7,103,275	14,609,233	1,968,021	29,713,157	56,304,642	71.3	22,612,646	16,271,976	12,565,968	10,702,960
Florida East Coast	Nov.	685	609,109	139,504	843,658	131,820	176,733	27,799	276,979	669,355	79.3	174,303	122,869	87,733	74,333
	11 mos.	685	5,798,793	2,840,427	9,692,241	1,375,247	1,809,182	308,739	3,371,680	7,571,039	78.1	2,121,202	1,351,818	784,127	617,273
Georgia Railroad	Nov.	329	324,401	13,858	371,512	34,958	61,306	18,776	150,226	279,702	75.3	91,810	76,850	78,409	54,683
	11 mos.	329	3,281,833	161,762	3,717,567	392,163	626,098	199,954	1,586,716	2,954,578	79.5	762,989	598,396	650,807	622,255
Georgia & Florida	Nov.	408	94,804	1,457	99,992	21,775	15,485	8,536	35,857	86,912	86.9	13,080	4,872	476	—3,929
	11 mos.	408	1,000,857	16,465	1,057,333	252,566	182,008	95,640	404,861	993,378	94.0	63,955	—26,910	—71,799	—2,418
Grand Trunk Western	Nov.	1,029	2,084,202	47,137	2,305,671	237,006	375,351	38,605	842,929	1,560,233	67.7	745,438	636,345	500,594	325,066
	11 mos.	1,029	20,328,703	813,855	22,711,911	2,830,875	4,234,345	446,567	8,740,416	17,044,939	75.1	5,666,972	4,371,796	3,255,504	1,088,760
Canadian National Lines in New England	Nov.	172	100,950	2,230	111,295	21,879	25,716	1,486	49,191	100,224	90.0	11,071	—5,024	—37,466	—68,117
	11 mos.	172	1,269,288	36,028	1,432,573	464,693	277,224	16,096	687,851	1,507,437	105.2	—74,864	—251,907	—659,031	—610,141
Great Northern	Nov.	8,069	7,089,174	283,407	7,981,155	1,243,457	1,494,505	181,457	2,725,506	5,872,944	73.6	2,108,211	1,329,667	1,212,005	1,882,597
	11 mos.	8,069	83,187,515	3,774,346	94,631,250	12,176,381	15,440,145	2,142,439	27,447,165	59,860,853	63.3	34,770,397	23,171,258	21,540,806	18,364,089
Green Bay & Western	Nov.	234	154,908	364	162,316	29,912	17,444	7,353	50,859	111,887	68.9	50,429	31,547	20,472	15,617
	11 mos.	234	1,532,898	6,092	1,604,082	310,742	178,639	78,203	537,246	1,160,380	72.3	443,702	279,071	204,096	192,030
Gulf & Ship Island	Nov.	259	136,950	3,751	148,231	23,390	18,282	2,543	56,543	104,416	70.4	43,815	26,015	12,496	—26,894
	11 mos.	259	1,028,377	55,287	1,185,242	248,643	184,272	27,395	565,344	1,067,964	90.1	117,278	—65,038	—179,954	—229,911
Gulf, Mobile & Ohio	Nov.	1,973	1,571,345	42,478	1,685,482	216,549	234,362	88,972	540,068	1,178,720	69.9	506,762	315,146	201,102	250,204
	11 mos.	1,973	15,881,097	474,276	17,122,225	2,714,714	2,855,161	944,041	5,550,760	13,167,811	76.9	3,954,414	2,620,044	1,351,229	1,981,189

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1940—CONTINUED

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Operating income	Net railway operating income 1940	Net railway operating income 1939
Illinois Central	Nov.	4,949	$7,411,284	$738,215	$8,783,253	$969,512	$1,704,738	$213,130	$3,053,196	$6,262,434	71.3	$2,520,819	$1,818,260	$1,769,414	$1,398,561
	11 mos.	4,949	74,947,791	8,175,567	89,943,569	10,192,389	19,870,246	2,202,965	33,239,920	69,215,780	77.0	20,727,789	12,876,442	12,285,683	13,782,549
Yazoo & Mississippi Valley	Nov.	1,608	1,268,153	66,347	1,414,497	92,494	169,409	33,174	537,425	881,104	62.3	533,393	388,824	307,883	557,574
	11 mos.	1,609	12,522,750	659,638	13,997,583	1,307,619	2,131,441	342,836	5,508,414	9,804,220	70.0	4,193,363	2,651,370	1,783,876	2,043,047
Illinois Central System	Nov.	6,557	8,679,437	804,562	10,197,750	1,062,006	1,874,147	246,304	3,590,621	7,143,538	70.1	3,054,212	2,205,170	2,084,210	1,963,548
	11 mos.	6,558	87,470,541	8,835,205	103,941,152	11,500,008	22,001,687	2,545,801	38,748,334	79,020,000	76.0	24,921,152	15,505,433	14,166,601	15,918,138
Illinois Terminal	Nov.	477	412,067	62,016	519,609	59,065	64,600	16,936	168,851	327,798	63.09	191,811	139,357	115,399	140,117
	11 mos.	478	4,385,652	665,484	5,568,948	648,771	784,897	188,511	1,853,755	3,673,174	65.96	1,895,774	1,340,285	1,076,060	1,145,697
Kansas City Southern	Nov.	879	1,124,591	28,682	1,266,952	116,183	203,115	55,060	370,068	801,547	63.3	465,405	325,405	269,841	295,846
	11 mos.	879	11,513,297	371,106	13,112,815	1,166,912	1,887,893	619,082	3,804,501	8,112,939	61.9	4,999,876	3,777,876	3,124,073	2,902,141
Kansas, Oklahoma & Gulf	Nov.	328	200,151	388	203,347	9,391	13,797	8,312	42,581	79,791	39.2	123,556	83,494	65,179	32,002
	11 mos.	328	2,025,695	4,249	2,060,319	168,069	136,272	95,110	444,637	934,863	45.4	1,125,456	862,253	672,979	858,204
Lake Superior & Ispheming	Nov.	156	284,449	56	347,127	23,392	22,148	693	58,513	112,081	32.3	235,046	97,865	100,543	235,608
	11 mos.	156	2,926,735	607	3,546,918	298,076	281,417	7,088	521,684	1,181,321	33.3	2,365,597	1,344,108	1,358,050	1,284,931
Lehigh & Hudson River	Nov.	96	161,727	.....	162,627	31,725	26,985	3,471	48,697	117,441	72.2	45,186	29,545	20,043	17,553
	11 mos.	96	1,559,019	.....	1,568,239	195,007	257,713	39,211	479,092	1,042,815	66.5	525,424	347,896	230,146	169,235
Lehigh & New England	Nov.	190	367,199	.....	369,652	27,910	62,688	6,956	112,967	225,301	60.9	144,351	101,509	102,504	75,348
	11 mos.	190	4,037,350	.....	4,065,281	346,534	693,890	75,681	1,265,148	2,549,297	62.7	1,515,984	1,052,995	1,095,104	1,151,066
Lehigh Valley	Nov.	1,269	3,677,796	152,870	4,069,728	233,229	609,229	103,427	1,617,369	2,696,715	66.3	1,373,013	609,142	365,364	662,851
	11 mos.	1,275	38,754,968	1,853,873	43,151,858	2,954,180	7,224,122	1,174,823	17,843,947	30,566,429	70.8	12,585,429	8,579,615	6,187,156	6,332,820
Louisiana & Arkansas	Nov.	897	711,747	13,115	749,504	110,439	84,605	29,169	189,054	440,630	58.8	308,874	264,424	208,066	189,115
	11 mos.	865	7,170,729	112,841	7,566,675	1,228,022	1,000,748	327,848	2,000,054	4,843,442	64.0	2,723,233	2,084,088	1,557,166	1,458,630
Louisville & Nashville	Nov.	4,871	7,396,045	477,565	8,336,763	915,755	2,076,070	186,376	2,656,724	6,094,909	73.1	2,241,854	1,453,845	1,570,081	1,741,665
	11 mos.	4,871	77,976,973	5,756,671	89,090,301	9,584,569	21,786,109	1,971,854	29,750,261	66,009,792	74.1	23,080,509	14,056,592	15,445,928	14,509,115
Maine Central	Nov.	991	804,124	60,423	956,024	133,182	170,363	11,690	357,927	701,139	73.3	254,885	179,707	160,679	189,803
	11 mos.	991	9,197,224	845,002	11,046,044	1,672,305	1,994,837	125,300	3,983,342	8,144,640	73.7	2,901,404	1,995,579	1,683,430	1,919,634
Midland Valley	Nov.	352	118,042	3	120,010	9,560	8,485	2,290	31,429	59,243	49.4	60,767	49,846	42,071	27,582
	11 mos.	352	1,208,394	50	1,229,108	156,057	108,048	28,187	340,721	696,916	56.7	532,192	407,173	309,062	364,200
Minneapolis & St. Louis	Nov.	1,512	751,901	6,049	793,580	139,548	113,776	51,363	271,918	613,427	77.3	180,153	125,949	77,420	117,949
	11 mos.	1,512	8,420,703	92,332	8,898,387	1,391,073	1,382,055	546,765	3,000,333	6,681,854	75.1	2,216,533	1,689,063	1,212,519	951,183
Minneapolis, St. Paul & Sault Ste. Marie	Nov.	4,271	2,158,819	50,462	2,389,244	376,708	380,715	57,633	1,040,370	1,934,556	81.0	454,688	265,037	130,709	349,151
	11 mos.	4,278	25,802,823	864,406	28,734,819	4,327,629	4,283,295	695,282	10,921,034	21,202,630	73.8	7,532,189	5,464,685	4,233,302	2,858,306
Duluth, South Shore & Atlantic	Nov.	550	180,343	6,262	201,275	44,071	35,478	6,122	77,954	169,907	84.4	31,368	17,582	12,823	—16,776
	11 mos.	550	2,148,693	80,450	2,438,019	494,457	385,685	73,149	904,169	1,928,434	79.1	509,585	349,285	301,840	65,924
Spokane International	Nov.	152	61,076	480	69,364	8,197	7,467	2,228	22,262	43,972	63.4	25,392	21,371	18,201	9,131
	11 mos.	152	684,670	6,769	766,276	149,490	80,164	25,167	242,379	537,467	70.1	228,809	174,183	135,417	91,310
Mississippi Central	Nov.	158	90,968	2,115	96,003	11,304	5,998	8,839	24,735	55,343	57.6	40,660	35,281	29,013	10,383
	11 mos.	149	702,637	20,039	751,361	217,996	108,940	81,209	223,884	683,166	90.9	68,195	14,786	—38,556	—18,987
Missouri & Arkansas	Nov.	365	105,592	1,203	112,964	33,643	13,051	9,016	35,538	99,045	87.7	13,919	6,200	—5,383	8,386
	11 mos.	365	1,011,893	15,670	1,100,306	271,516	121,882	80,411	346,361	881,874	80.1	218,432	160,862	57,360	73,452
Missouri-Illinois	Nov.	193	205,920	267	208,243	25,127	20,251	3,363	50,368	106,756	51.3	101,487	52,590	39,609	63,006
	11 mos.	193	2,014,802	3,466	2,044,789	258,294	236,798	34,436	543,023	1,134,840	55.5	909,949	585,741	440,181	587,329
Missouri-Kansas-Texas Lines	Nov.	3,293	1,989,491	164,236	2,387,353	266,535	371,208	107,231	909,547	1,770,822	74.2	616,531	410,628	214,837	9,121
	11 mos.	3,293	21,217,537	1,823,918	25,486,280	3,119,934	4,283,171	1,157,333	9,790,042	19,689,433	77.3	5,796,847	3,607,922	1,607,764	1,170,442
Missouri Pacific	Nov.	7,151	6,704,467	464,475	7,825,089	1,145,795	1,432,030	240,466	2,734,762	5,799,867	74.1	2,025,222	1,585,785	1,190,252	831,741
	11 mos.	7,148	67,273,659	4,792,582	79,262,788	12,073,722	15,150,798	2,653,986	28,819,527	61,613,401	77.7	17,649,387	12,208,583	8,368,747	6,215,212
Gulf Coast Lines	Nov.	1,755	1,083,236	37,802	1,185,743	185,261	186,553	43,834	414,136	880,548	74.26	305,195	239,654	139,107	138,282
	11 mos.	1,758	12,238,774	409,361	13,349,047	2,156,946	2,156,946	488,387	4,292,434	9,489,624	71.09	3,859,423	3,023,419	2,063,813	2,240,739
International Great Northern	Nov.	1,155	804,215	57,976	973,280	150,142	178,406	28,480	399,779	806,867	82.9	166,413	104,721	26,892	—15,060
	11 mos.	1,155	8,308,519	802,550	10,352,088	1,723,952	1,960,548	325,779	4,426,244	9,023,743	87.2	1,328,345	637,341	—63,914	—174,915
Monongahela	Nov.	172	389,288	417	391,988	30,218	30,055	441	80,879	144,309	36.8	247,679	200,094	121,667	190,530
	11 mos.	172	4,560,387	6,119	4,590,689	409,645	408,795	5,408	976,759	1,830,461	39.9	2,760,228	2,213,015	1,337,370	1,115,413
Montour	Nov.	51	165,731	.....	166,691	9,048	44,811	782	41,693	108,178	64.9	58,513	28,630	60,806	103,484
	11 mos.	51	2,072,201	17	2,090,108	142,365	505,471	9,257	486,175	1,220,268	58.4	869,840	533,543	847,725	791,390

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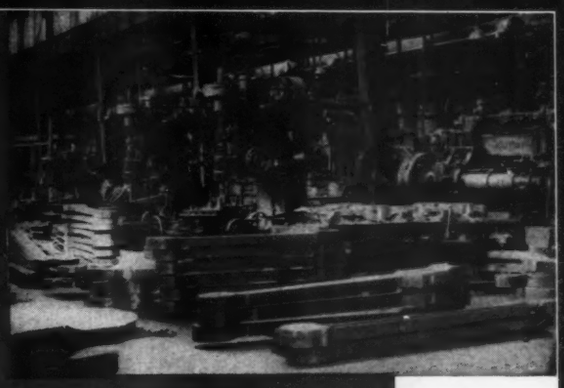

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1940—CONTINUED

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Operating income	Net railway operating income 1940	Net railway operating income 1939
Nashville, Chattanooga & St. Louis	Nov.	1,111	$1,231,522	$83,498	$1,434,294	$143,684	$252,602	$67,558	$546,271	$1,065,456	74.3	$368,838	$255,689	$223,760	$101,250
	11 mos.	1,111	11,672,091	1,011,809	14,080,033	1,563,035	2,714,244	731,719	5,547,549	11,164,632	79.3	2,915,401	1,963,208	1,705,494	1,922,299
Nevada Northern	Nov.	165	62,840	999	68,218	8,002	2,958	1,441	11,036	29,599	43.4	38,619	28,004	29,056	27,553
	11 mos.	165	621,798	8,629	680,831	90,640	30,160	13,754	114,209	305,229	44.8	375,602	223,615	247,604	195,204
New York Central	Nov.	10,984	23,888,322	4,645,870	32,082,201	3,240,558	6,847,887	521,960	11,857,485	23,705,992	73.9	8,376,209	5,216,131	3,990,829	4,270,578
	11 mos.	10,987	245,278,339	53,181,042	335,691,381	35,926,455	70,195,079	6,067,040	126,672,897	252,688,004	75.3	83,003,377	50,181,509	36,966,718	32,689,069
Pittsburgh & Lake Erie	Nov.	233	2,088,689	40,781	2,177,468	183,049	746,759	34,497	590,540	1,634,076	75.0	543,392	235,188	521,792	753,801
	11 mos.	233	20,847,539	436,198	21,878,896	1,744,707	7,582,903	309,711	6,235,621	16,736,390	76.5	5,142,506	2,371,754	5,056,303	3,291,918
New York, Chicago & St. Louis	Nov.	1,704	3,974,416	56,268	4,143,595	392,442	606,727	116,736	1,373,010	2,605,524	62.9	1,538,071	1,223,384	932,983	869,691
	11 mos.	1,704	40,126,689	742,471	42,107,021	4,320,587	6,733,697	1,332,972	14,729,330	28,457,267	67.6	13,649,754	10,750,807	7,431,414	7,453,678
New York, New Haven & Hartford	Nov.	1,855	4,672,605	2,094,350	7,509,788	788,445	1,037,319	97,129	2,687,759	4,982,862	66.4	2,526,926	1,964,926	1,314,825	1,113,761
	11 mos.	1,865	45,731,756	23,863,778	77,512,919	9,852,916	12,340,353	1,244,350	29,273,413	56,902,055	73.4	20,610,864	14,566,305	7,732,212	7,222,566
New York Connecting	Nov.	21	245,142	.....	257,375	28,527	9,772	.....	33,183	72,811	28.3	184,564	141,209	160,141	126,215
	11 mos.	21	2,253,102	.....	2,375,325	372,764	77,796	.....	286,441	752,978	31.7	1,622,347	1,143,745	1,277,119	1,247,269
New York, Ontario & Western	Nov.	576	369,721	4,099	419,598	57,222	87,278	17,139	234,142	415,055	99.0	4,543	—12,734	—43,655	—80,888
	11 mos.	576	4,268,151	257,582	5,021,115	621,203	1,178,125	181,554	2,652,836	4,851,935	96.6	169,180	—329,211	—679,758	—473,013
New York, Susquehanna & Western	Nov.	144	223,023	24,154	259,185	20,583	26,319	3,286	114,946	177,457	68.5	81,728	53,969	24,875	24,118
	11 mos.	144	2,555,911	227,778	2,907,536	248,591	282,063	27,122	1,195,667	1,873,921	64.4	1,033,615	713,141	396,906	224,867
Norfolk & Western	Nov.	2,191	8,545,325	171,617	8,952,818	927,579	1,772,026	143,454	1,822,983	4,868,112	54.4	4,084,706	2,506,267	2,833,185	4,458,129
	11 mos	2,191	92,342,969	1,852,617	96,736,865	10,009,452	18,987,581	1,603,011	20,037,024	52,799,179	54.6	43,937,686	27,350,388	30,846,298	28,975,329
Norfolk Southern	Nov.	734	368,928	3,752	385,290	66,532	53,017	25,645	134,790	299,020	77.6	86,270	52,419	34,859	23,113
	11 mos.	792	3,962,194	41,050	4,170,144	771,896	581,053	275,212	1,525,281	3,388,464	81.3	781,680	418,968	210,266	326,294
Northern Pacific	Nov.	6,720	5,103,404	269,399	5,834,324	752,352	1,018,235	159,028	2,063,473	4,253,957	72.9	1,580,367	982,262	1,325,615	1,372,144
	11 mos.	6,720	54,256,028	3,507,094	62,820,309	8,522,001	12,409,192	1,829,556	21,670,796	47,426,738	75.5	15,393,571	8,889,840	11,992,329	8,941,757
Northwestern Pacific	Nov.	352	214,774	30,247	265,871	68,664	43,864	2,280	144,808	268,909	101.1	—3,038	—21,936	—34,650	—35,826
	11 mos.	352	2,282,985	469,654	3,027,670	729,437	524,468	33,866	1,594,613	2,993,794	98.9	33,876	—185,212	—316,517	—279,986
Oklahoma City Ada-Atoka	Nov.	132	27,088	28	27,566	4,629	1,219	683	9,535	17,612	63.9	9,954	7,958	2,765	9,568
	11 mos.	132	255,584	2,299	273,246	59,650	18,459	8,052	112,171	215,790	79.0	57,456	32,041	—14,850	56,937
Pennsylvania	Nov.	10,252	32,703,657	5,661,397	42,193,655	4,083,689	8,701,661	677,649	14,492,213	29,210,638	69.2	12,983,017	9,086,927	8,703,059	9,389,198
	11 mos.	10,262	332,280,252	64,655,860	435,586,336	44,810,396	89,732,629	8,012,649	152,381,105	308,674,090	70.9	126,912,246	80,581,196	72,175,689	68,400,250
Long Island	Nov.	379	685,559	1,150,553	1,966,257	200,779	241,653	8,875	955,164	1,543,976	78.5	422,281	179,551	—7,217	—203,563
	11 mos.	379	6,859,786	15,091,820	23,203,807	2,264,530	3,799,604	140,945	10,572,971	17,196,417	74.1	6,007,390	2,456,217	908,987	329,834
Pennsylvania-Reading Seashore Lines	Nov.	411	326,697	86,036	434,340	92,151	92,318	6,706	278,091	485,298	111.7	—50,958	—116,343	—197,425	—172,148
	11 mos.	411	3,254,972	2,056,393	5,567,775	1,314,051	962,365	82,217	3,316,555	5,852,598	105.1	—284,823	—1,244,211	—2,269,245	—1,655,169
Pere Marquette	Nov.	2,114	2,679,448	65,110	2,888,303	348,761	532,809	64,083	1,030,617	2,070,598	71.7	817,705	593,564	446,590	570,687
	11 mos.	2,114	27,473,342	860,083	30,005,538	3,995,631	5,986,393	712,617	10,989,985	22,758,182	75.8	7,247,356	5,041,882	3,595,640	2,948,068
Pittsburg & Shawmut	Nov.	98	77,958	.....	78,442	16,471	19,000	1,893	20,355	61,098	77.9	17,344	14,300	9,116	8,949
	11 mos.	98	1,159,992	.....	1,163,564	207,757	222,941	21,278	278,541	787,979	67.7	375,585	334,142	249,049	31,356
Pittsburgh & West Virginia	Nov.	136	319,200	102	341,941	41,354	86,311	18,332	75,525	241,721	70.7	100,220	75,358	90,512	165,598
	11 mos.	136	3,640,888	697	3,826,517	646,806	879,907	194,155	844,966	2,808,971	73.4	1,017,546	740,861	835,415	950,698
Pittsburg, Shawmut & Northern	Nov.	190	114,207	.....	115,173	11,365	16,600	1,004	34,772	68,954	59.9	46,219	40,828	33,776	13,303
	11 mos.	190	1,111,568	28	1,119,593	156,815	184,979	11,429	354,380	766,252	68.4	353,341	295,351	207,784	92,949
Reading	Nov.	1,449	5,194,777	260,896	5,696,897	472,334	1,160,513	68,647	2,039,759	3,885,606	68.2	1,811,291	1,370,148	1,274,061	1,240,280
	11 mos.	1,450	52,241,296	2,825,664	57,678,523	4,842,168	11,451,332	773,570	21,480,090	40,138,682	69.6	17,539,841	12,537,643	11,893,314	10,820,073
Richmond, Fredericksburg & Potomac	Nov.	118	501,934	188,417	799,134	81,948	139,408	9,569	296,857	564,887	70.7	234,247	159,445	117,113	108,042
	11 mos.	118	4,717,121	2,701,409	8,638,731	1,033,417	1,528,742	105,323	3,213,090	6,381,624	73.9	2,257,107	1,517,517	881,051	994,082
Rutland	Nov.	407	187,644	17,322	264,991	34,366	62,764	10,868	151,785	269,998	101.9	—5,007	—26,231	—28,377	26,047
	11 mos.	407	2,238,324	306,903	3,233,986	405,671	674,844	117,236	1,709,899	3,029,780	93.7	204,206	—63,482	—94,530	79,445
St. Louis-San Francisco	Nov.	4,769	3,635,162	248,711	4,231,688	528,237	862,128	123,783	1,499,240	3,184,762	75.3	1,046,926	744,369	822,485	526,497
	11 mos.	4,803	35,597,714	2,841,589	42,062,887	5,801,430	9,496,659	1,303,625	15,969,743	34,448,499	81.9	7,614,388	4,083,695	4,439,042	3,351,980
St. Louis, San Francisco & Texas	Nov.	159	115,420	341	119,777	21,354	12,505	8,061	51,415	98,538	82.3	21,239	12,813	—11,092	—7,527
	11 mos.	176	1,172,055	7,304	1,231,192	245,009	143,317	86,811	555,989	1,089,254	88.5	141,938	51,958	—213,366	—95,808
St. Louis Southwestern Lines	Nov.	1,649	1,827,740	26,352	1,928,478	308,514	377,172	83,435	558,778	1,401,593	72.7	526,885	416,192	276,908	251,743
	11 mos.	1,660	17,648,779	341,051	18,751,388	3,119,623	3,047,301	915,135	5,682,040	13,644,671	72.8	5,106,717	3,878,825	2,457,056	991,452

Continued on next left-hand page

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HUNT-SPILLER *Air Furnace* GUN IRON

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1940—CONTINUED

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Operating income	Net railway operating income: 1940	1939
Seaboard Air Line	Nov.	4,314	$3,397,373	$487,409	$4,224,012	$440,223	$787,784	$194,277	$1,535,817	$3,158,169	74.8	$1,065,843	$750,843	$612,139	$490,431
	11 mos.	4,314	32,726,562	6,680,273	43,362,450	6,394,737	8,708,165	1,940,780	16,266,026	35,647,407	82.2	7,715,043	4,525,043	3,380,141	2,683,471
Southern Railway	Nov.	6,584	8,327,153	657,051	9,680,471	1,090,782	1,530,181	164,900	3,117,217	6,222,200	64.3	3,458,271	2,745,370	2,454,466	2,017,691
	11 mos.	6,595	80,604,085	8,084,567	95,974,980	12,399,085	16,394,441	1,809,385	32,585,028	66,810,716	69.6	29,164,264	21,462,098	18,573,995	18,266,819
Alabama Great Southern	Nov.	315	635,273	48,162	729,449	77,907	152,324	14,874	207,952	476,100	65.3	253,349	149,945	151,379	147,581
	11 mos.	315	6,456,568	568,804	7,494,008	967,784	1,532,769	152,740	2,139,778	5,050,329	67.4	2,443,679	1,495,453	1,515,894	1,606,026
Cincinnati, New Orleans & Texas Pacific	Nov.	337	1,353,980	68,147	1,506,842	165,427	315,264	29,541	385,628	950,787	63.1	556,055	355,102	369,733	446,435
	11 mos.	337	14,638,982	1,097,158	16,650,655	1,922,954	3,254,498	330,303	4,241,089	10,347,982	62.1	6,302,673	4,256,031	4,407,418	4,619,583
Georgia Southern & Florida	Nov.	398	340,784	27,538	439,939	37,034	38,527	2,276	112,849	197,458	44.9	242,481	216,617	188,498	5,575
	11 mos.	398	1,877,898	417,616	2,564,352	395,004	417,672	21,359	982,455	1,905,463	74.3	658,889	471,592	318,722	49,132
New Orleans & Northeastern	Nov.	204	293,380	18,652	334,182	35,938	35,248	6,290	72,259	162,306	48.6	171,876	121,797	95,596	46,947
	11 mos.	204	2,619,748	204,626	3,032,231	412,638	387,468	65,674	871,876	1,875,073	61.8	1,157,158	769,338	513,824	439,238
Southern Pacific	Nov.	8,623	13,734,560	1,436,497	16,295,314	1,463,864	2,415,326	335,226	5,808,042	10,811,167	66.3	5,484,147	4,463,375	3,645,739	2,334,237
	11 mos.	8,632	129,319,929	18,563,539	160,565,511	16,040,088	27,287,495	4,085,502	58,851,316	115,397,551	71.9	45,167,960	32,250,711	23,307,023	21,150,419
Southern Pacific Steamship Lines	Nov.	.....	689,864	14,460	735,007	24,181	105,639	19,366	532,568	694,539	94.5	40,468	15,145	14,188	—146,851
	11 mos.	.....	7,630,313	364,002	8,374,099	225,914	1,160,840	205,841	6,056,759	7,798,120	93.1	575,979	300,823	291,217	141,782
Texas & New Orleans	Nov.	4,417	3,530,279	288,922	4,141,134	599,611	678,692	118,595	1,373,684	2,970,390	71.7	1,170,744	874,261	697,072	650,407
	11 mos.	4,417	34,949,706	3,252,756	41,508,261	6,308,219	7,080,379	1,362,140	14,105,832	31,093,413	74.9	10,414,848	7,062,218	4,459,606	4,545,637
Spokane, Portland & Seattle	Nov.	948	804,099	21,777	883,918	120,515	79,025	9,645	288,810	526,473	59.6	357,445	278,429	187,704	109,791
	11 mos.	948	7,837,062	354,266	8,842,875	1,864,072	938,003	118,263	2,978,888	6,216,345	70.3	2,626,530	1,790,574	1,133,135	918,529
Tennessee Central	Nov.	286	188,225	3,430	205,961	30,950	32,491	7,326	75,280	155,903	75.7	50,058	33,112	21,492	34,332
	11 mos.	286	2,171,508	51,577	2,372,317	433,574	368,175	77,377	814,716	1,802,646	76.0	569,671	422,047	263,708	241,030
Texas & Pacific	Nov.	1,887	1,990,015	186,665	2,383,114	261,818	479,390	74,150	754,083	1,675,951	70.3	707,163	555,678	478,282	452,598
	11 mos.	1,905	19,903,412	2,086,537	24,176,433	2,829,681	4,535,861	820,875	7,679,384	17,109,718	70.8	7,066,715	5,384,533	4,432,914	3,986,301
Texas Mexican	Nov.	162	85,027	231	96,137	18,296	11,530	3,225	36,000	75,147	78.2	20,990	14,840	13,421	14,191
	11 mos.	162	745,035	3,352	893,217	138,345	111,462	34,419	346,818	698,221	78.2	194,996	129,614	93,788	78,996
Toledo, Peoria & Western	Nov.	239	198,190	19	201,149	31,181	17,290	18,521	47,231	127,298	63.3	73,851	45,803	29,041	56,241
	11 mos.	239	2,146,137	78	2,180,350	422,056	164,488	193,972	492,762	1,411,838	64.8	768,512	488,742	311,575	325,141
Union Pacific System	Nov.	9,907	13,101,073	1,154,011	15,403,422	957,244	2,499,885	367,174	5,075,684	9,618,621	62.4	5,784,801	4,786,006	3,933,122	2,776,916
	11 mos.	9,901	124,507,707	15,775,551	152,502,360	16,856,552	30,077,203	4,468,976	51,462,829	111,063,724	72.8	41,438,636	27,975,119	19,493,870	17,068,192
Utah	Nov.	111	102,001	.....	102,276	7,552	26,687	395	25,815	64,621	63.2	37,655	23,981	21,805	27,832
	11 mos.	111	766,225	.....	767,644	102,185	270,071	4,778	209,326	633,234	82.5	134,410	30,416	54,496	38,276
Virginian	Nov.	639	2,145,938	3,196	2,205,261	252,684	384,304	23,190	309,569	995,393	45.1	1,209,868	634,868	673,051	1,025,415
	11 mos.	639	22,811,460	32,111	23,407,094	2,255,933	4,312,106	270,034	3,364,919	10,531,494	45.0	12,875,600	8,200,600	8,789,842	8,081,417
Wabash	Nov.	2,409	3,505,925	179,575	3,974,374	478,044	500,695	147,209	1,506,890	2,761,255	69.5	1,213,119	969,663	651,785	585,432
	11 mos.	2,409	36,685,337	2,178,506	41,901,980	5,593,443	6,635,094	1,637,339	16,378,941	31,925,414	76.2	9,976,566	7,384,633	3,680,780	2,913,301
Ann Arbor	Nov.	294	333,582	4,882	347,123	25,087	58,398	12,837	148,594	258,001	74.3	89,122	65,339	53,441	72,661
	11 mos.	294	3,628,017	29,354	3,782,906	353,524	554,369	148,667	1,613,704	3,005,601	79.5	777,305	518,168	371,230	338,024
Western Maryland	Nov.	861	1,600,043	5,634	1,659,838	184,587	334,681	39,451	423,305	1,031,570	62.1	628,268	478,268	475,991	649,646
	11 mos.	860	16,642,993	75,239	17,309,517	2,209,307	3,636,990	437,921	4,429,731	11,255,461	65.0	6,054,056	4,694,056	4,741,918	4,153,821
Western Pacific	Nov.	1,195	1,704,765	28,798	1,762,215	156,789	213,573	59,344	615,553	1,095,597	62.2	666,618	582,583	470,047	323,919
	11 mos.	1,206	15,882,517	548,486	16,755,563	2,533,674	2,411,695	684,798	6,092,273	12,506,522	74.6	4,249,041	3,292,179	2,245,173	1,545,657
Wheeling & Lake Erie	Nov.	507	1,292,108	.....	1,360,674	168,894	322,388	51,965	418,404	1,009,656	74.2	351,018	174,509	279,944	469,863
	11 mos.	507	14,842,110	38	15,664,705	1,905,447	3,076,027	416,747	4,574,569	10,344,886	66.0	5,319,819	3,065,972	4,074,774	3,709,221